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Motorcycle
TOL

Jl 2'17

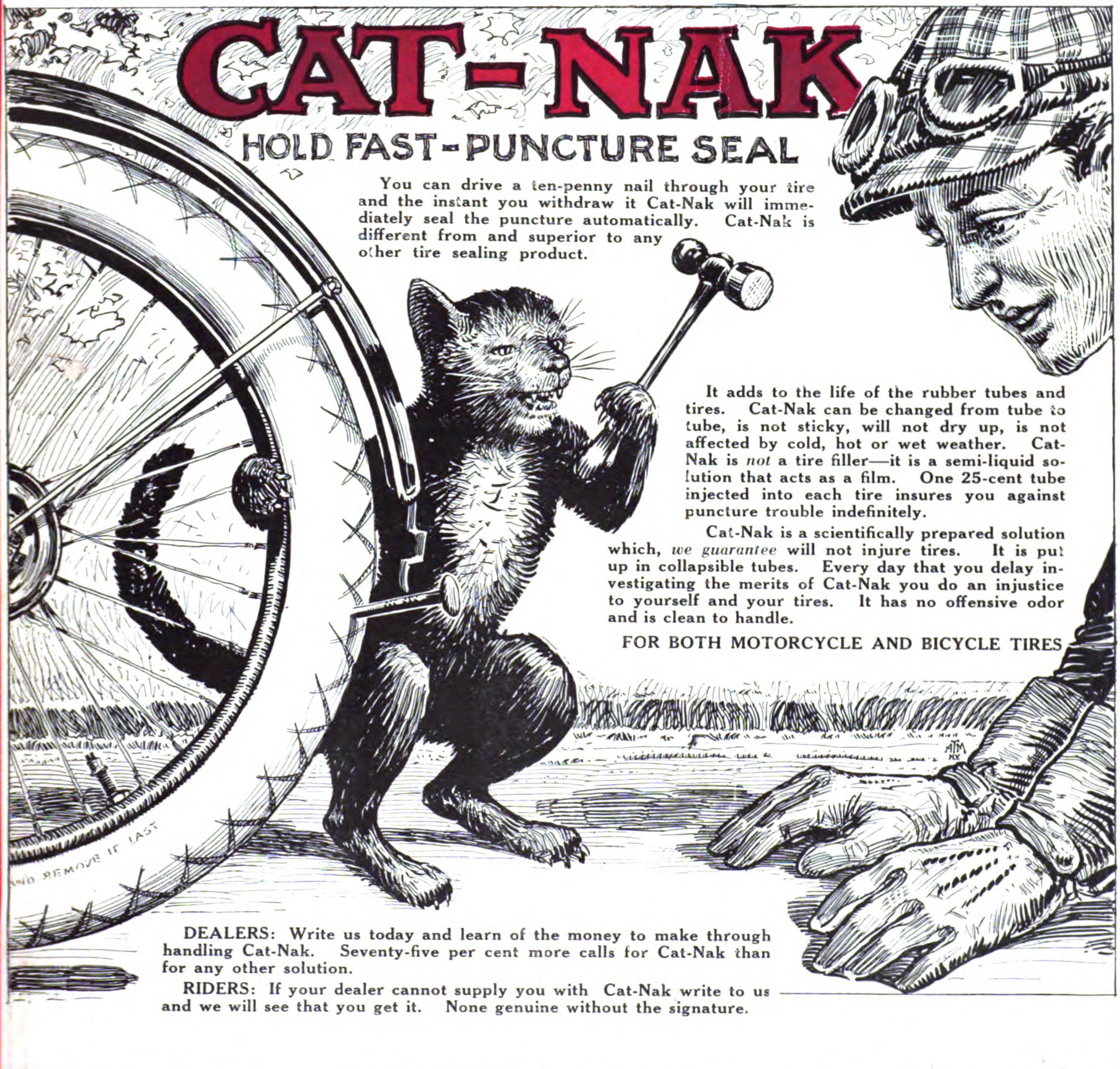
MOTORCYCLE AND BICYCLE ILLUSTRATED

TEN CENTS
A COPY

NEW YORK

JULY 5
1917

775726



CAT-NAK
HOLD FAST-PUNCTURE SEAL

You can drive a ten-penny nail through your tire and the instant you withdraw it Cat-Nak will immediately seal the puncture automatically. Cat-Nak is different from and superior to any other tire sealing product.

It adds to the life of the rubber tubes and tires. Cat-Nak can be changed from tube to tube, is not sticky, will not dry up, is not affected by cold, hot or wet weather. Cat-Nak is *not* a tire filler—it is a semi-liquid solution that acts as a film. One 25-cent tube injected into each tire insures you against puncture trouble indefinitely.

Cat-Nak is a scientifically prepared solution which, *we guarantee* will not injure tires. It is put up in collapsible tubes. Every day that you delay investigating the merits of Cat-Nak you do an injustice to yourself and your tires. It has no offensive odor and is clean to handle.

FOR BOTH MOTORCYCLE AND BICYCLE TIRES

DEALERS: Write us today and learn of the money to make through handling Cat-Nak. Seventy-five per cent more calls for Cat-Nak than for any other solution.

RIDERS: If your dealer cannot supply you with Cat-Nak write to us and we will see that you get it. None genuine without the signature.

MANUFACTURED ONLY BY~THE CAT-NAK COMPANY INCORPORATED-
714 S. Dearborn St.
CHICAGO-ILL.

The A. B. C. Audit says: "Motorcycle and Bicycle Illustrated has the largest circulation in the cycle field."

STANWELD Frame Parts

STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety.

Section of Re-Inforced Tube

Stanweld Rims, Tubular Parts, and Mud-Guards have no equal. You get them when you buy a Harley-Davidson, Indian, Dayton, Flying - Merkel, Reading - Standard, Pope, Emblem, Henderson, or Excelsior Motorcycle.

We are prepared to render every assistance to prospective builders of bicycles or motorcycles.

The Standard Welding Co.

"World's Largest Producers of Bent-Tube Parts"

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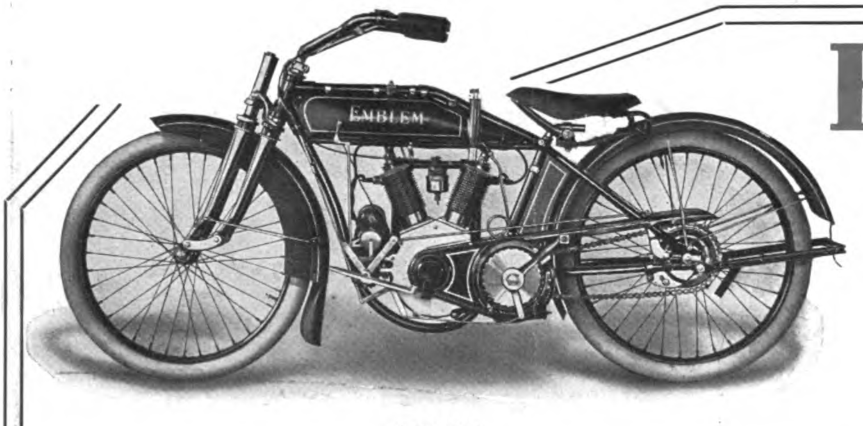
Branch Offices in

New York   Chicago   Indianapolis   Detroit



$175.00

EMBLEM

LITTLE GIANT TWIN MOTORCYCLE

The wise dealer is taking advantage of the many exclusive selling features of the Little Giant Twin Emblem. Its weight is but 200 pounds, yet its strength is equal to a 350 pound machine.

Its 5 h. p. motor develops more power in ratio to its weight than any other motor. Established dealers write us for dealers' proposition.

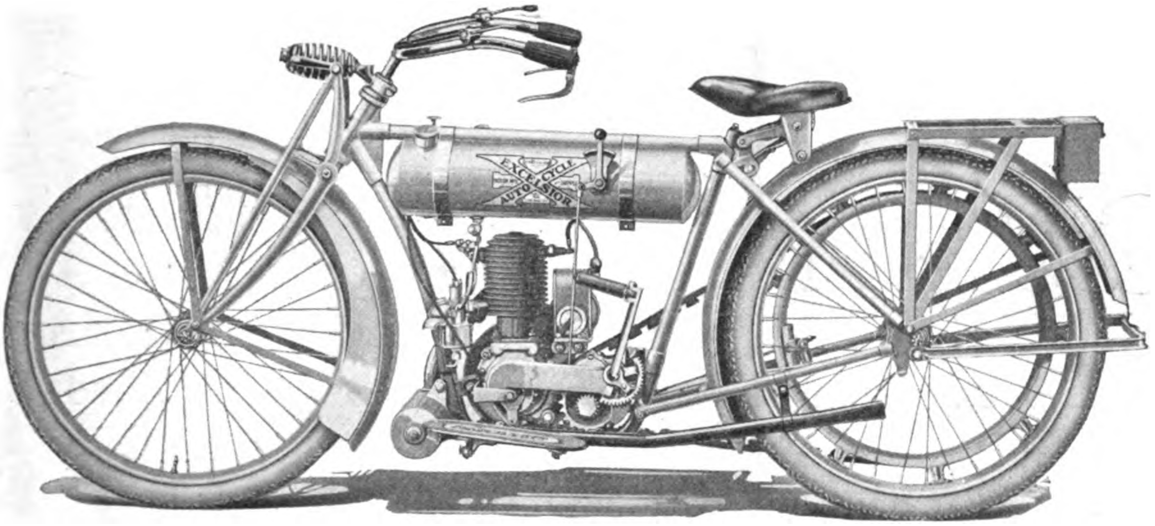
The Rider recognizes in the Little Giant Twin Emblem the best motorcycle value ever offered for the money. It has all the speed required by the sensible rider, is strong enough for sidecar or tandem passenger carrying and has a reserve of power equal to that possessed by any heavier and more expensive machine. It is the ideal motorcycle for ladies and gentlemen.

WRITE for our booklet

EMBLEM MANUFACTURING CO.

ANGOLA, N. Y.

A REVELATION



To the old time Motorcyclist or non-riding business man who fears the power and speed of the Big Twin a ride on the

EXCELSIOR LIGHTWEIGHT

will be a revelation in comfort, convenience and enjoyment.

It is a regular motorcycle with plenty of Power, Pep and Ginger, Two Speed Gear, Foot Operated Motor Starter, Grip Control and the Best and Strongest Spring Fork ever put in a Light motorcycle.

EXCELSIOR Construction thruout with Nickel Steel, Drop Forged Frame Connections and Fork Sides, Heavy Non-Splash Fenders, Velvet Spring Seat and Folding Foot Boards.

See the dealer, try one and be convinced.

Excelsior Motor Mfg. & Supply Company
3703 Cortland Street Chicago

BLUE STREAKS

TRADE MARK REG. U. S. PAT OFF.

Are You With Us?

ON the opposite page is Goodyear's Saturday Evening Post advertisement of June 30. Nearly ten million readers see this magazine. The same advertisement appears in a popular list of still other magazines, all widely read.

All bicycle-riding America is following this campaign. It is the first time a bicycle tire manufacturer ever dared to speak so frankly to the nation.

And bicycle riders everywhere are turning to Goodyear Blue Streaks.

The public likes a square deal. Boys and girls and their parents, everywhere, are seeking out the Goodyear dealer in their town. He is the man who can sell them this square-deal policy tire.

Are you ready to meet the demand this great campaign is creating?

Stock Goodyear Blue Streaks and be the bicycle rider's friend.

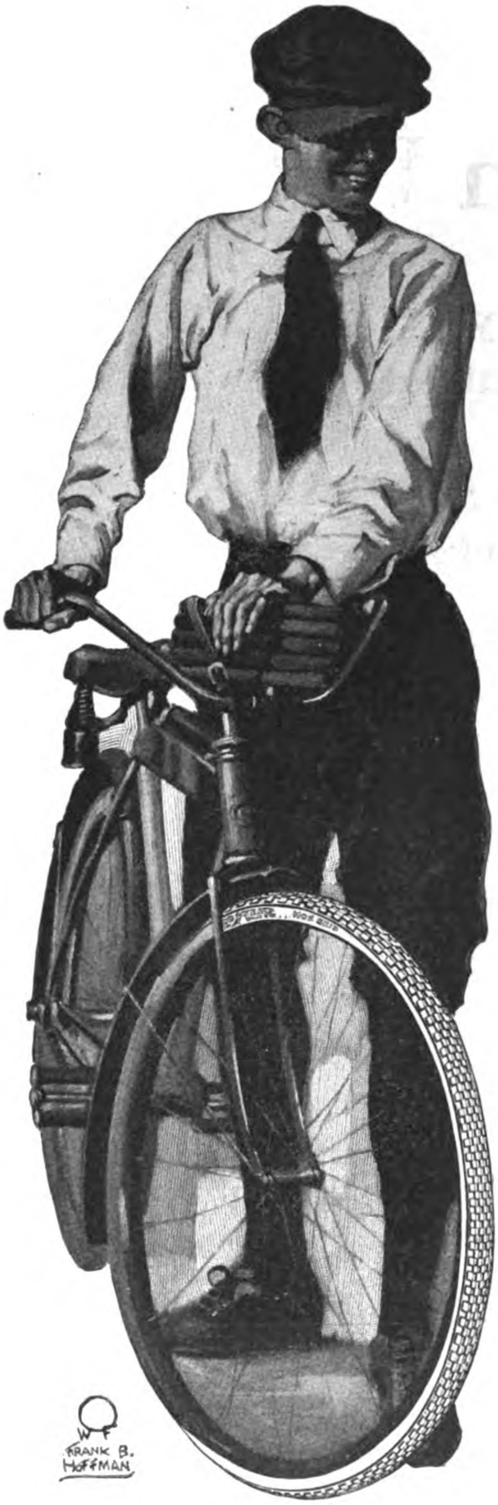
And every Blue Streak will make a friend and a permanent customer for you.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.



The big league baseball pitcher is a specialist. Constant practice at pitching brought him his skill and success. That is concentration.

In manufacturing likewise, it pays to concentrate. Making one brand of bicycle tire—and making it well—is better than making a great many brands.

Goodyear Makes Only One Bicycle Tire

That Means Better Tires Cheaper

Do you know why bicycle tires have been costing you too much? And why they have not been good enough?

Because manufacturing and selling costs have been too high.

In putting out the Blue Streak Bicycle Tire at $3.25 each, Goodyear struck at the heart of this condition. The Goodyear Blue Streak represents a welcome square deal for the bicycle rider. It is a big, honest value at a fair price.

Instead of making a great many brands Goodyear concentrates on this one high quality tire—the Blue Streak. This single manufacturing standard saves factory costs. The money saved goes into making better tires cheaper—for you.

This one standard tire is sold direct to the Goodyear dealer, saving extra selling profits between the factory and you.

The Goodyear dealer in your town will sell you Blue Streaks. He is your friend. See him. Or write The Goodyear Tire & Rubber Co., Akron, Ohio, for his address.

Rugged Tires That Wear Long

Goodyear Blue Streaks are loyal on your bike. Boys say they wear "like iron." There is long wear in the tough two-ply tire body, stout and durable. The treads are of strong rubber blocks with two stout reinforcing strips of fabric under the tread to guard against punctures.

Springy Tires Pedal Easy

Added to Blue Streak durability is resilience. Fine, light fabric, strong but active, goes into them. The two-ply tire body rests in springy rubber. This makes Blue Streaks quick and elastic. Pedaling becomes fun on such tires. They are so easy to push.

No Side-Slipping on These Tires

A Goodyear Blue Streak is a stranger to dangerous side-slipping. It has a *real* non-skid tread made of sharp-edged blocks of rugged rubber. These press together and bite the ground, in travel. Press on a Blue Streak tread. You can feel the "bite."

Blue Streaks Are Handsome Tires

Every rider wants good-looking tires, too. Goodyear Blue Streaks are handsome tires to match the fine quality built into them. Your friends will notice how your wheel is improved. They are bright and snappy with the clear Blue Streaks along the side.

GOODYEAR

AKRON

I am the Florist Boy—

"'DING-A-LING! Hello, yes this is The Flower Shop.

"'Yes, certainly, we'll have a dozen roses there in 10 minutes! Goodbye.

"'Here Jim — (it's always "here Jim" when there's a rush order)—take your bike and deliver this box right away.

"And I get it there too—some people always order things at the last minute and this service wins a lot of trade, and tips for me, too.

"Anyway, I like to deliver on my bike—it's fun—as long as they give me a wheel with a New Departure Coaster Brake."

The Commercial uses for the bicycle are being more fully realized every day. New Departure advertising matter is of special value for getting this business.

THE NEW DEPARTURE MFG. CO.

Bristol Connecticut

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

Don't Be A Business Slacker

The slacker in business is just as much detriment to the commercial world as is the slacker in military service.

Our recent advertisement showed why the war cannot materially affect the present prosperity of the motorcycle business. We talked prosperity, and in looking through our sales records we find unmistakable evidence that there is prosperity.

In many parts of the country the riding season opened two and three months late. Yet most Harley-Davidson dealers increased their sales so far this year over those of last season. Below is a partial list of dealers who are not allowing the bugaboo of conscription to make inroads into their business. They have simply gone at it harder than ever.

MOTORCYCLES

Appeal Mfg. & Jobbing Co., Los Angeles, Cal.
Myron Affron, Newburgh, N. Y.
The Bike Shop, Lansing, Mich.
Carl W. Bush, Newark, N. J.
Jimmie Caldwell, Amarillo, Texas
De Sanders Bi. & Mcy. Co., Logan, Utah
P. I. Haynes & Co., Columbus, Ohio.
Heinz Motor Co., Baltimore, Md.
Geo. F. Hetzer, Stevens Point, Wis.
Lueck Bros., Chippewa Falls, Wis.
Oberwegner Motor Co., Toledo, Ohio
H. L. Peters, Buffalo, N. Y.
Fred P. Theuret, Meadville, Pa.
Electric Appliance Co., Milwaukee, Wis.

BICYCLES

E. L. Cronk, Anderson, Ind.
Glenn A. Scott, Marion, Ind.
Morton D. Lantz, Jersey City, N. J.
Edw. MacDougall, Paterson, N. J.
R. S. Woods, Trenton, N. J.
Geo. S. Carver, Binghamton, N. Y.
A. D. Farrow, Nelsonville, Ohio
T. R. Anderson, Erie, Pa.
S. C. Hamilton, Pittsburgh, Pa.
J. W. Hamilton, Pittsburgh, Pa.
Washington Motorcycle & Accessory Co., Washington, Pa.
Allentown Motorcycle Co., Allentown, Pa.
Alex Klein, Philadelphia, Pa.
Mahoning Cycle Co., Youngstown, Ohio

It is "Business as Usual" with them, not mere talking about it.

HARLEY-DAVIDSON MOTOR CO.
Milwaukee

BAKER'S ST

WAS M

UNITED ST

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

Erwin Baker of Indianapolis, on June 26-27, established a new motorcycle endurance record for twenty-four hours by riding $1386\frac{1}{4}$ miles at the Cincinnati Speedway, clipping 233 miles off the former record.

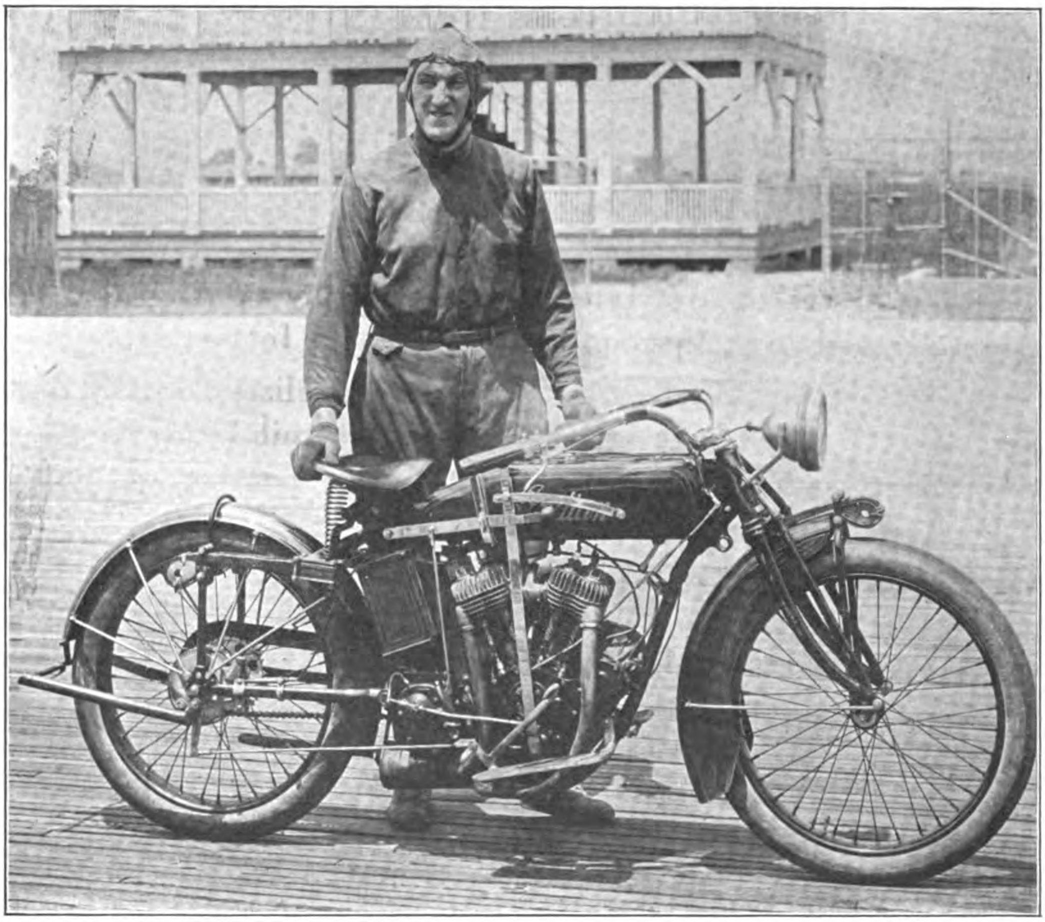
The American Federation of Motorcyclists furnished the official timers. Baker also broke all records for 500 miles and 1,000 miles. His average time was $57\frac{3}{4}$ miles per hour. Average speed of actual running time, 61 8/10 miles per hour.

Baker used UNITED STATES TIRES that had been ridden 511 miles in practice before run was started and throughout the 24 hours they were never changed or touched. It's on the tires that a rider centers his attention when contemplating an attempt to lower records. Baker a veteran of the road and track unhesitatingly selected U. S. Tires. He knew they would stand with him throughout the long grind better than any other tire made, and the result proves that his confidence was not misplaced. You, like Baker, will make no mistake if you put your confidence in United States Tires for the machine you ride or sell. Write us for literature.

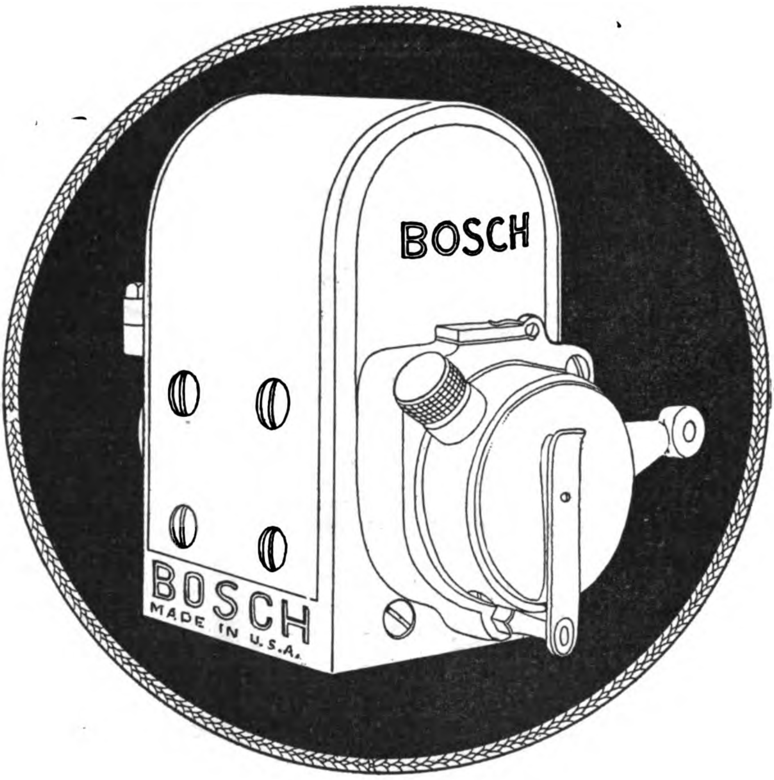
United State

1790 BROADWAY

AR RECORD
DE WITH
ATES TIRES



Tire Company
NEW YORK



What About Your Ignition?

THE ignition question is a serious one, especially now that a desire may exist to skimp here and there to obtain a low selling price.

Ignition should not be grouped with the good enough class, too much depends upon it. Cheap construction or poor design is sure to cause inefficiency and breakdowns, and a forceful advertisement to hurt the future success of the motorcycle maker and the agent.

The Bosch Magneto is famous because of its high quality. It is built to uphold a reputation, to measure up to a standard, and in consequence it costs just a trifle more than other ignition systems—but considering its ability to serve long and well, to satisfy thoroughly, it is comparatively the cheapest ignition system made.

Be Satisfied

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

Specify Bosch

BOSCH MAGNETO COMPANY

206 West 46th Street New York
CHICAGO DETROIT SAN FRANCISCO
Service Stations in Every State

FOR THE RIDER

MOTORCYCLE AND BICYCLE ILLUSTRATED

NEW YORK

FOR THE TRADE

D-EALER-MOTORCO
Motorcycle Agency

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising
H. A. WILLIAMS, Adv. Mgr.
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Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 JULY 5, 1917 No. 27

NEW YORK PUBLIC LIBRARY
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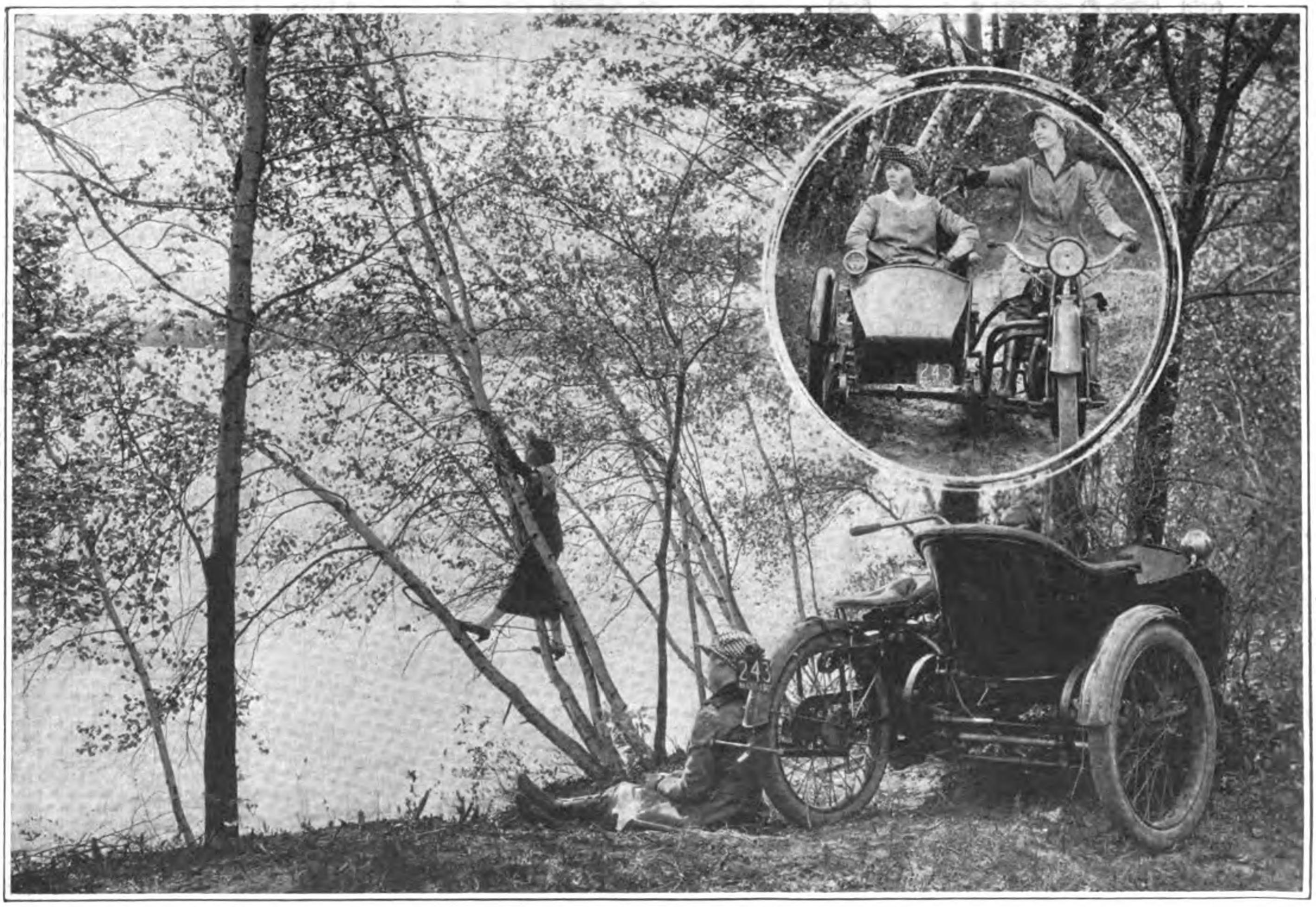
ASTOR, LENOX AND TILDEN FOUNDATIONS
1917

The Manless Tour At Last!



Mrs. Verrill and Mrs. Filier Enjoying the Scenic Beauties of Lake George

ARE men necessary on a motorcycling and camping trip? If you ask that of Mrs. Verrill or Mrs. Filier, of Springfield, Mass., you will be told emphatically that they are not, and they will give their own experience as proof. A long anticipated tour seemed about to fall through because their husbands were unable to leave their offices. It was a case of going without the husbands or staying home, and both the wives said "Let's go," so they wheeled out the two Indians and started, with Mr. Filier's sister in one sidecar and the baggage and camping outfit in the other. No attempt at speed was made this day, and night found them cozily camping in the deep woods below the Shaker Village on Lebanon Mountain.

An early start was made the next morning, for the cool shores of Lake George seemed to be calling. Through Nassau they sped to Albany, where tanks were filled with gasoline and oil, and then on

(Continued on page 36)

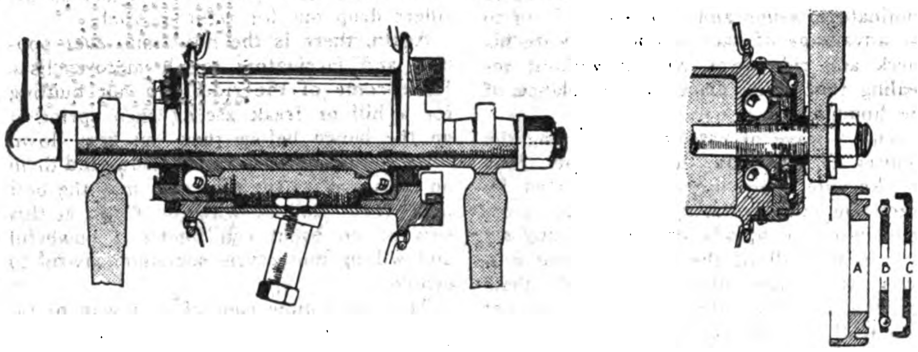
War Affects Hub Design

Conditions Encountered by Machines at Front Force British Makers to Give Problem Serious Attention

Some Methods Evolved for Better Bearing Protection

By F. E. Lockhal

IF there is one feature of motorcycle design that has been brought more forcibly to the attention of the British manufacturer by the paces the machines are being put through on the European battle fronts, it is the hub design, and especially the front hub.



New Weatherproof Hub Fitted to the British Matchless, and the "Quick" Hub

Constant usage of the machine during all sorts of weather and under all conditions as to road surface have brought to light the fact that the average hub is faulty in many ways. Perhaps the biggest fault is found in its inability to prevent the more or less rapid ingress of water, mud and grit which rapidly work their way to the bearing surfaces and make for rapid deterioration.

The lack, in the usual hub design, of adequate means of supplying the bearings with lubricant without disassembling the hub; the tendency for the bearings to lose their adjustment when the wheel is removed from the forks for tire changes; and the rapidity with which slackness develops in front hub bearings under the heavy strains encountered in military work, are other features of the subject that are being given close attention by the British two-wheeler designers.

Features That Are Essential

One British maker in commenting on the subject of front hub design, emphasizes the importance of the following points, if the hub is to prove entirely satisfactory under prolonged use in wet weather:

1. The arrangement of the parts so that a revolving part of the hub projects laterally over the stationary portion of a sufficient diameter to ensure that mud or water would tend to be thrown off by centrifugal force.

2. The provision of an effective sealing arrangement of felt washers so arranged that their effectiveness is not destroyed by any slackness or misadjustment of the bearings. To do this the "seal" must be obtained on the sides of the felt washer and not on the diameter.

3. The provision of good clearances between fork blades and the revolving part of the hub, so that water running down the fork blades will drop off and not be directed into the bearings.

4. The provision of a lubricating arrangement so that grease or similar semi-solid lubricant can be forced into the bearing from the inside.

5. As apart from the design of the hub itself, the omission of the usual trapping in the front mudguard for the fork is very desirable, as this trapping has the effect of projecting water and mud on to the upper part of the fork blades, and thence to the wheel bearings.

Some diverse methods employed by British designers as a means of satisfying these conditions are pictured herewith. Not the least interesting of the number, in view of the fact that it is absolutely new and radical in this country, is the employment of roller bearings in the front hub of the James motorcycle.

Uses Timken Bearings

It might be well to point out here that the bearing used is the well-known American Timken taper roller bearing, which is readily adjustable and which, because of its taper roller construction, is quite capable of withstanding enormous thrust strains as well as radial loads, a feature which makes it ideally fitted for front-wheel hubs where lateral strains are frequent and sometimes very heavy when rounding curves at speed or when the motorcycle is coupled up with a sidecar or van. The sketch explains fully the application of the Timken bearing to the hub in question.

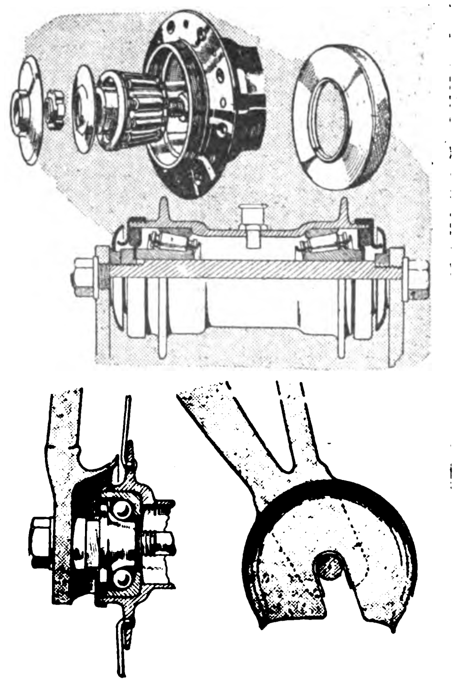
As a means of keeping the water and mud from reaching the bearing proper, not only is a dust cap, provided with ample felt washers, fitted, but the outside of this cap is channeled or guttered, as shown by the sketch, to catch the water and turn it back so that it can be thrown off by means of the centrifugal force of the revolving hub. A splash disk serves to keep the water and mud which run down the forksides from reaching the hub cap.

Another construction which has grown directly out of war experience is found on the new Matchless models. It is of the ball bearing type, the bearings being disk-adjusted, and as a result not liable to lose their adjustment when the wheel is removed from the forks for tire changing. A felt washer at either side serves effectively to guard against the ingress of water, while distance pieces spreading the fork wide tend to prevent the water from draining off the fork ends into the hub channels. The tilted oiling orifice facilitates reaching the bearings with either oil or grease by the use of a gun.

Some Other Methods

Two other designs are coming in for a measure of approval with the British motorcycle folks. The first design, known as the Quick hub, makes use of a mechanical sealing device employing a very close-fitting thrust washer to effectively seal the joint and keep the water and mud from working in. The second is in reality not a hub design at all, but a specially-shaped fork end.

The idea of this construction, which is pictured herewith, is to shield the hub ends from the constant stream of water and mud carried down the forksides to land directly on the vulnerable spot of the hub and work its way in to the detriment of the bearings. The hub being amply shielded, of course, is quite free from the troubles incidental to the entrance of water and mud; however, the other faults mentioned are not dispensed with.



Above, the James Front Hub with Timken Roller Bearing; Below, a Fork End Shield for Protecting the Bearings

"Gingering Up" the Club

Stagnation Causes Lack of Enthusiasm and Often Results in the Disbandment of an Organization

Active Program Needed to Keep Members Interested

By C. B. Holton

STAGNATION—it's the word that spells the death of the motorcycle club.

To keep a club alive, to keep every member in it up on his toes from one end of the year to the other with real enthusiasm for the organization, you have to provide something to keep the fellows interested and active, not just once in a while, but all the time.

"What's doing down at the club?" asks one member of the other.

The answer must not be, "Oh, nothing in particular," else the club is doomed. There must be this doing, or that doing, all the time, and every Tom, Dick and Harry in the organization must be allotted his portion of the work incidental to the activities to keep the club really alive.

Competitions Are Necessary

Competition, of course, is the very life of motorcycledom. Yet to keep the fellows interested the hard endurance run which taxes man strength and endurance to the utmost and is scarcely less hard on the machine, is not essential. There are many ways to satisfy that innate desire possessed by all of us to match our skill and our wits against the other fellow's.

There is, for instance, the hare and hounds chase—always exciting, ever appealing. Three club men who know the ins and outs of the locality from A to Z start out 20 minutes ahead of the balance of the riders with the idea of keeping their whereabouts a mystery for a couple of hours, at least. The trio is known as the hares, of course, while the followers are the hounds. The hares mark every turn with confetti, flour or some other medium, and the hounds are supposed to follow the trail and catch the hares. The first hound to catch sight of the hare is usually awarded some slight token.

Many Variations Possible

It is to the advantage of the hares to make as many turns and double back on their tracks as often as possible, so as to confuse the pack; by this means they sometimes lead the hounds on a futile chase for two or three hours and ultimately return to the club rooms uncaught.

Much to the surprise of many a club promoting the hare and hound chase for the first time, the contests do not develop into a "speed fest." The hares must necessarily go slow, in order to mark the course, while the hounds cannot travel too fast, lest they override the marks and lose the trail.

There are endless variations to the contest. The hares sometimes conceal checks—odd shaped bits of colored paper—at the side of the road, under stones, in tree branches, etc., marking the locality of the concealment with confetti distributed 100 feet on either side of the hiding place. The hares must dismount and search for the checks, the contestant bringing home all of the checks of his particular shape and color first winning the prize.

Needless to state, there should be enough checks at each point to go around and they should vary in color and shape so as to eliminate mix-ups and confusion. It is to the advantage of each hound to locate his check and ride away with it without revealing the hiding place to the balance of the hounds.

With a wave of patriotism sweeping the country as it is today, a great many clubs are keeping their members interested by practicing military tactics. The club is divided into two squads, one squad being set to watching all of the roads leading into town, while the other riders ride their hardest to outwit the defenders and get back to the clubhouse undetected.

Economy Contests Are Favored

The economy contest always strikes up a distinct appeal. Every rider is interested in the amount of gas his machine uses, especially these days when the price of gas is way up to "q," so to speak. By draining all the tanks and then giving each rider a measured quart or two quarts of gas and sending the field on its way, a most interesting and helpful day can be spent. It is essential to send a trio of riders with accurate speedometers along with the contestants so that the exact distance covered can be determined without the slightest chance for argument—also a sidecar or two with several gallons of gasoline in cans to replenish the tanks as the riders drop out for want of fuel.

Again, there is the hill-climb, ever popular and fascinating to all motorcyclists. Have some of the riders go out hunting for a hill or freak ascent, then spring it on the bunch before they can gear down for a wonderful performance and send them on their way to the top; and, may the best man win! And he will, for a dub at this sort of an event can hinder a powerful and willing motorcycle something awful to behold.

The secret time run offers a way of injecting competition into the regular Sunday sociability run. Two methods are in use in this event. The first is to have some disinterested party pick out a time as the elapsed hour and minutes needed to make the journey to the destination, seal it in an envelope, and have the riders checked at the start and finish. The rider nearest to the picked time wins a prize.

Another Method of Checking

The second method is to check the field out at the start and in at the finish, add all of the elapsed times together and divide by the number of riders. The result will give the average time and the motorcyclist who came nearest to this time wins. By the latter method the field makes its own time, no one knows the average time until the last rider checks in, and it has a tendency to give the lad who has had hard luck a chance to win the prize. At any rate, it will stop all whispers that "so-and-so knew the time" and thus won the prize, and it is the event without a comeback or sore feeling afterwards that helps build up a club.

The Ruling Passion

By C. P. McDonald

My wants are few and far between
I do not crave a big machine;
I care not for a touring car,
And would not be a racing star;
I do not yearn to play baseball;
On golf I don't enthuse at all;
For sports like those I do not fall—
I want a *motorcycle!*

I'm never conquered by a wish
To find some quiet nook and fish;
To run around a tennis court
Is not my notion of good sport;
I do not hanker for the fame
And glory of a football game;
A wrestling match to me is tame—
I want a *motorcycle!*

The "flying ponies" do not thrill
Me more than does a boxing mill;
While Kelly pool and billiards do
Not please and are, likewise, taboo;
A marathon, a swimming match,
Or any sporting game they hatch
These days is nil—each one I scratch—
I want a *motorcycle!*

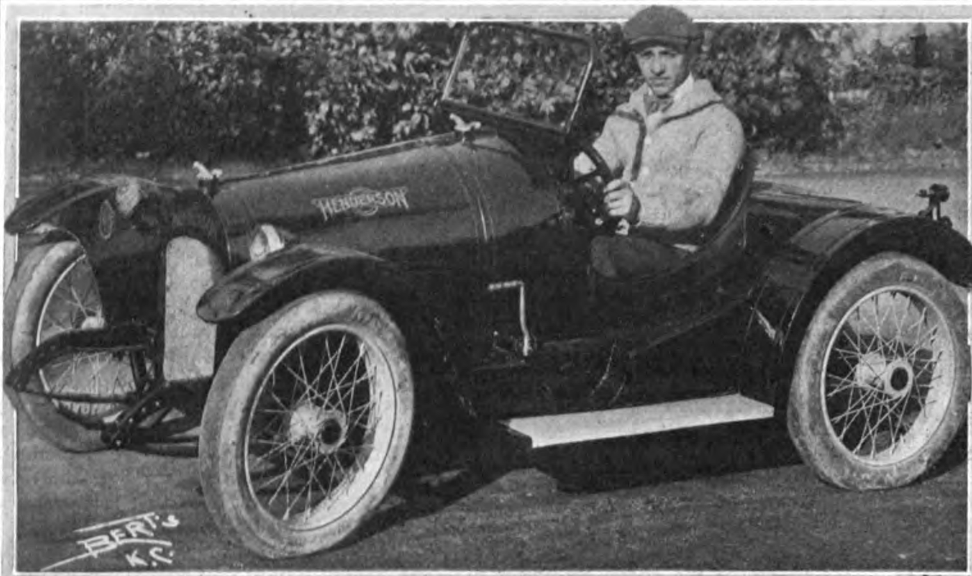
The Second Instalment of

How to Build Your Own Garage

Will Appear in Next Week's Issue

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN



REEL I, Scene 1—Orvis Newby, of Newby Bros., Henderson dealers of Kansas City, in the miniature car built by them and powered with a Henderson motorcycle motor, for T. W. Henderson, president of the Henderson Motorcycle Co.

Scene 2—Traffic officer Paul Pester, of Haledon, N. J., on a 1917 Indian speedster purchased from John Steele, Indian distributor at Paterson, N. J.

Scene 3—A line-up of Gypsy Tourists snapped in front of the Excelsior agency of Walz & Sliger, Hammond, Ind. They made a run to Cedar Lake.

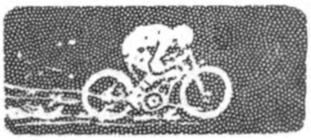
Scene 4—Lieut. E. R. Kenneth, who commands the Princeton aviation field, Princeton, N. J., is a devoted Harley-Davidson enthusiast.

Scene 5—A barber of Dayton, O., who makes use of the little Dayton Motor Bicycle as a means of transportation to and from his place of business. The two-wheeler makes it possible for him to go home to luncheon every day.

Scene 6—Wheeling, W. Va., Gypsy Tourists lined up after breakfast at Cumberland, Md., which was the night stop for tourists in that district.

Motorgraph

PRESENTED IN TWO REELS ~ ~



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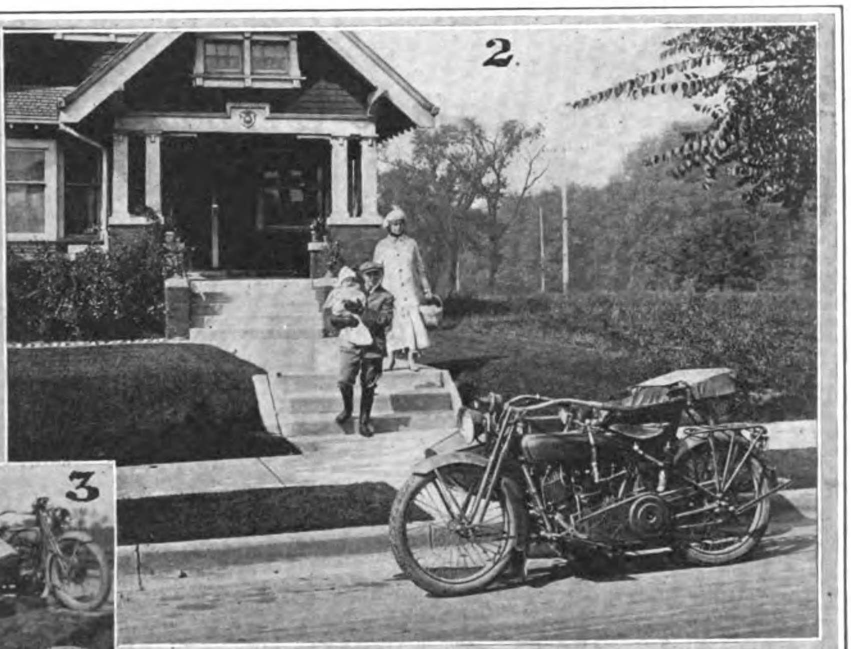

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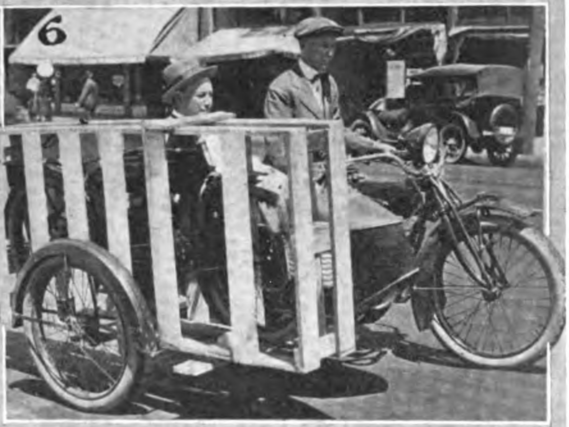

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FISK TIRES
THE FISK RUBBER CO.

REEL 2, Scene 1—W. H. Level, of Oak Hill, W. Va., taking his great uncle, who is crowding 80, for his first motorcycle spin on the tandem of a Harley-Davidson machine.

Scene 2—The start of a Perfect Day—a family trio which takes keen enjoyment from this Harley-Davidson outfit.

Scene 3—A Sacramento picnic party makes a roadside stop for luncheon. Photo by F. M. Douglas, Sacramento.

Scene 4—The little mascot which attracts attention to the demonstrating machine used by Carl Obert, of the sales staff of the Pacific Motor Supply Co., Los Angeles.

Scene 5—A. J. Wernsdorfer, Baltimore, Md., who made a perfect score in the Gypsy Tour conducted in that Maryland city on June 17. His machine is a Cleveland lightweight.

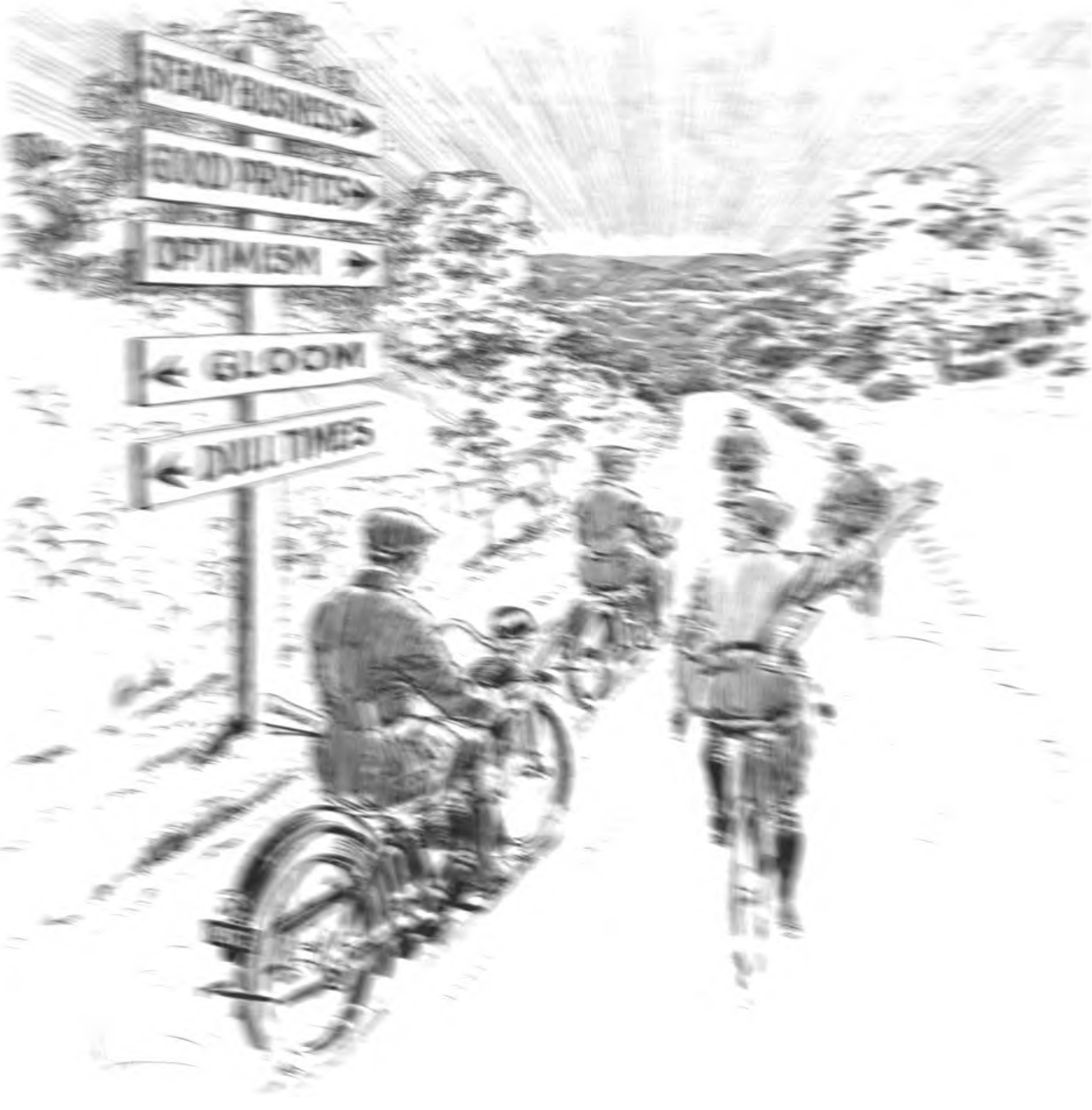
Scene 6—How B. F. Nelligan, Indian agent at Riverdale, Cal., carts a new machine from the Los Angeles distributor when he is in a hurry. The machine is mounted on a cradle fitted over the extended extension axle.

Scene 7—Garland Rose, a Seattle, Wash., rider who sticks to his Henderson despite the fact that he has one broken leg.

Scene 8—San Diego branch of the Fisk Rubber Co., which has purchased a Harley-Davidson and Cygnet rear van outfit for hurry-up tire service to its customers.

EDITORIAL

The Business Signboards Point [illegible]


STEADY BUSINESS
GOOD PROFITS
OPTIMISM
GLOOM
DULL TIMES

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LATE NEWS

STANDARDIZATION DETAILS APPROVED

Factory Men and S. A. E. Representatives Make Rapid Progress at Washington Meeting; Agree to Standardize Many Features and Hold Some in Abeyance; Fix Carrying Capacity of Military Motorcycle and Take Stand for Employment of Experienced Drivers

WASHINGTON, D. C., July 2.—Highly satisfactory progress towards the standardization of motorcycles for military service was made at the meeting attended by manufacturers, representatives of the Society of Automotive Engineers, and Captain W. M. Britton, Engineer of Motor Transportation of the U. S. Army, in Washington, June 28. The meeting was called for the purpose of receiving reports from the various standardization committees appointed at the conference of the factory men, June 14, and the results obtained were definite and far-reaching.

The following were in attendance: T. W. Henderson, president of the Motorcycle and Allied Trades Association, and of the Henderson Motorcycle Co.; R. F. Rogers, Rogers Mfg. Co.; William S. Harley, Harley-Davidson Motor Co.; C. O. Hedstrom, F. J. Weschler and F. C. Butler, Jr., Hendee Mfg. Co.; Leadley Ogden, Cygnet Rear Car Co.; Frank W. Schwinn, Excelsior Motor Mfg. & Supply Co.; C. F. Clarkson, General Manager, Society of Automotive Engineers; H. L. Horning, Washington Office, Society of Automotive Engineers; Captain William M. Britton, Engineer of Motor Transportation, U. S. Army; M. W. Hanks, Standards Manager, S. A. E.

The Standardized Features

Mr. Hanks, by informal vote, was appointed chairman, and pending the arrival of Captain Britton it was decided to proceed with the business in hand. Upon presentation of the reports approval was given to the following features of motorcycle standardization:

Rims—All rims for military motorcycles, front and rear, as well as for sidecars and rear cars, to be 28 by 3 clincher, and have the standard C C section with 40 spoke holes 17/64" in diameter to receive the standard ¼" nipple.

Tires—Clincher type, 28 by 3, for all wheels.

Spokes—Length, 10⅞" from neck of head to tip, for all wheels; total length of swedge, 2"; diameter of swedge, .135"; length of thread, 1⅛"; number of threads to the inch, 40; diameter of spoke, .110"; diameter of head swedge, .135".

Nipples—Length under head ⅞"; thickness of head, ⅛"; diameter of head, 11/32"; slot in head, 1/32"; length of wrench surface, 9/32"; width of wrench surface, .212"; diameter of nipple, ¼"; counter-bored to depth of 5/16" to permit of spoke swedge of .135" to readily enter.

Balance of nipple drilled and tapped for .135" swedge 40 threads.

Spark plugs—18 mm. metric plug adopted for all military machines, 'but height of plug above threads left open for further consideration.

Headlight mounting lugs—Head of lug, 1⅛"; width of lug, 3¼"; hole, 25/64"; minimum clearance from center of hole to lamp casing, 11/32" radius.

Head Lamp support bracket—Head of prong, 1½"; diameter of prong, ⅜"; threaded for 9/16"—24 threads to the inch, S. A. E. standard hex nut.

Magneto Base—It was the decision that the magneto base and height could be standardized, but that further definite information should be obtained. To this end Mr. Schwinn will go into the matter in detail and prepare a drawing of a standard base, showing bolt centers, size of plates, shaft center, etc. Action on these points will be taken at the next meeting.

Chains—All military motorcycle driving chains to be of the roller type, ⅝" pitch; roller width, ⅜", and roller diameter, .40".

Throttle control—Handlebar grip type, placed on right side, and operating to open throttle by twisting top of grip towards center.

Spark throttle—Grip type, placed on left side and arranged to advance spark by turning top of grip towards center.

Clutch pedal—To be placed on left side and operate to release clutch by pushing forward and down; clutching by reverse action.

Brake pedal.—To be placed on right side and operate to apply brake by pushing down.

Gear shift—Owing to the fact that some of the gear shifts operate by a movement of the lever up and down, others forward and back, with sometimes the high gear in front and sometimes the high gear in the rear, it was decided that the matter of further standardization of this feature would be held in abeyance for the time being.

Kick starters—To be of the folding pedal type, and operate by pushing down and back. It was decided that the starters could not be confined to a definite side until further standardization takes place on the engines.

Oil and grease cups—All to be 5/16" in diameter, with 32 threads.

Oil and fuel pipe fittings—To be 5/16" o. d., and the fittings to be of the soldered type, with provision made for a ½" nut.

Cylinder displacement — Sixty-one cubic inches.

Carrying capacity—Maximum sprung load on a military motorcycle and sidecar not to exceed 500 pounds, including operator. No load to be strapped or attached to any part of frame of either motorcycle or sidecar.

T. W. Henderson was in receipt of information from the Ordnance Department that they contemplated a load of 1,421 pounds, to be divided between two motorcycles. This would make a load of 710 pounds for each machine and could not be handled efficiently with present motorcycle construction.

During the reception of the standardization reports Captain Britton arrived, and when the various recommendations had been acted upon he made a point of telling the factory men and engineers that the work of standardization is of the utmost importance.

Want One Military Motorcycle Type

"This is an engineer's war," said Captain Britton, "and our success depends upon the ability of our engineers to design better machinery and devices than the enemy. Practically every device used in the war at present depends upon some engineering principle. There should ultimately be only one type of military motorcycle, and one type of truck. Your job is not finished until ultimate interchangeability of parts is obtained. You must always keep in mind the construction that has proven its ability to do the best and most consistent work. New, untried internal detail construction is not wanted. Go as far as you can and as soon as you can in the standardization work.

"Pending the time when the approved military motorcycle is in production, the Government will purchase such high-grade machines as are at present procurable."

"Is it your idea that the motorcycle engineers of the country should get together and design the best motorcycle for military purposes?" asked Mr. Henderson.

"Yes, that would be a good plan," said Captain Britton.

Mr. Schwinn inquired as to whether the number of motorcycles to be purchased by the Government would warrant the making of new tools for the proposed new military motorcycle. To this Captain Britton replied that he could not name a definite

(Continued on page 20)

BAKER ECLIPSES BEDELL'S 24-HOUR MARK; ALSO MAKES NEW 12-HOUR, 500 AND 1,000 MILE RECORDS

Indianapolis Indian Rider Drives His Powerplus 1,386¼ Miles on Cincinnati Speedway in 24 Hours; Adds 232¾ Miles to Coast Rider's Figure; Sets 1,000-Mile Time at 17:26:30 and Covers the 500-Mile Distance in 8:38:30; "Cannonball" Rides 702 Miles in 12 Hours; Rain Interfered with Ride and Dependable Equipment Played Big Part

By F. E. LOCKHAL

CINCINNATI, Ohio, June 27.—With his Powerplus Indian circling the Cincinnati Speedway at a steady space-defying rate, Edwin G. Baker, familiarly known to thousands of motorcyclists in this country and abroad as Cannonball Baker, demonstrated his ability as a past master of the two-wheeler when he established a new twenty-four hour record June 26-27. He rolled up a total of 1,386¼ miles against the former record of 1,153.5, held by Alan T. Bedell. In his march towards the twenty-four hour goal he incidentally gathered in the five hundred and one thousand mile records, as well as the twelve hour record. His five hundred miles were made in 8:38:30, against the former record held by him of 9:58, and the one thousand miles were negotiated in 17:26:30, which beat the record held by Bedell by two hours, 34 minutes and 12 seconds. In the twelve hours the Cannonball shot the Powerplus stock 702 times past the mile post, while Bedell only had 559 miles to his credit. In eighteen hours the score was 1,035 miles for Baker, as against 854 made by Bedell in his attempt.

Baker's Reputation at Stake

The rangy Hoosier lad has been straddling the motor bike since 1906, and of all the achievements he is proud of in his life, the twenty-four hour record and the transcontinental record have probably given him the most inward satisfaction. To have them both bettered in four months was a sting he could not long endure, so when he was finally assured that the twenty-four hour record was to be assailed he began preparations that boded ill for the existing record of 1,153.5 miles. He selected the Cincinnati speedway, a two-mile board track, situated at Sharonville, which is about fifteen miles from Cincinnati. Every precaution was taken to make every detail connected with the event officially arranged so there could not be any dispute as to their genuineness. Four scorers and four timers were used, sanction No. 3,175 being issued by R. S. McConnell, chairman of the competition committee of the F. A. M.

The start was made promptly at 6 p. m. Tuesday, June 26, Referee Joseph Uhl acting in the capacity of starter. Baker's schedule called for a stop every one hundred miles for gas and oil, and the first century was rolled in 96 minutes, an average of 62½ miles per hour. This speed, not counting the stops, was kept consistently throughout the run, the motor running with the same humming smoothness at the finish as it did at the start. At every stop careful inspections were made of the valves, springs and oil feed, so that even with a refill the time consumed was almost five minutes.

The second one hundred miles was drawing to a close when the record breaker's first trouble was experienced. His motor would miss for half a lap and then pick up its speed, but as it had only slowed him down to a little below sixty, he was signaled to complete the second century. The second hundred was made at the rate of sixty miles per hour, counting the 4¾ minute stop. When he stopped, his A-C plugs were found to be in perfect shape, but an examination of his gas line showed where the trouble lay, and he was started off with a loss of three minutes fifteen seconds.

Riding Without a Light

At 206 and 210 miles, stops for the same cause were again made necessary. The strainer was removed and the trouble eliminated for the balance of the trial, with the loss, however, of nine precious minutes. At three hundred miles the Cannonball was rolling around the track without a light, the four red lanterns on the turns serving as his guides. There was a quarter moon, but an overcast sky hid what little light it gave. Three hundred miles were made in 5:08:45, and at forty-nine minutes after midnight, with a three minute stop at 310 miles, he had completed the 400th mile.

Olin Ross, who has charge of the Herman Bumiller shop, Indian agents at Cincinnati, had charge of the pit, and was very ably assisted by Art Wehrman, and as a team they cannot be beaten. They had outlined a system for taking care of refills and adjustments that worked out with the minimum loss of time, and their excellent work went well towards procuring the new record.

For the next three hundred miles only regular refill stops were made, and two records had gone by the boards, the 500 mile and the twelve hour. At 734 miles however, a chain guard clip broke and necessitated a stop on the far side of the track; and at 796 miles a collision with a rabbit almost broke Old War Horse's right hand. On his next pit stop his hand was swollen so badly that he could hardly get his glove off.

1,000-Mile Mark Is Reached

Baker was using one of the new Maslen saddles, which had quickly removable springs for smooth riding. Baker had found out before the trial, however, that though the track was comparatively smooth the vibration made the velvety action of the springs first aid to comfort, and the low saddle position afforded him a grandpa-chair-like satisfaction.

Bob Sturm, who managed the details connected with the trial and who kept the Cannonball in leash when he was wont to "open her up," flashed the slate showing 1,000 miles, and Baker smiled a watermelon smile when he realized that he had bettered the previous mark by three hours and sixteen minutes. Just after the 900th mile had been passed, a heavy down pour of rain deluged the lone rider, and after a few minutes of hitting on one he was forced to come in for the drying out process, in the course of which he lost eleven minutes.

At noon of the second day, eighteen hours after the start, 1,035 miles had rolled under the United States tires. These had been used over five hundred miles in test and still looked good for several twenty-four hour grinds. He had equaled Bedell's record in 20 hours and thirty seconds and was running just as strong as at the start. His Diamond chains, which had also gone the same mileage as the tires, rolled over the sprockets without a bit of attention and did not even need an adjustment during the twenty-four hours.

"Cannonball" Lives Up to His Name

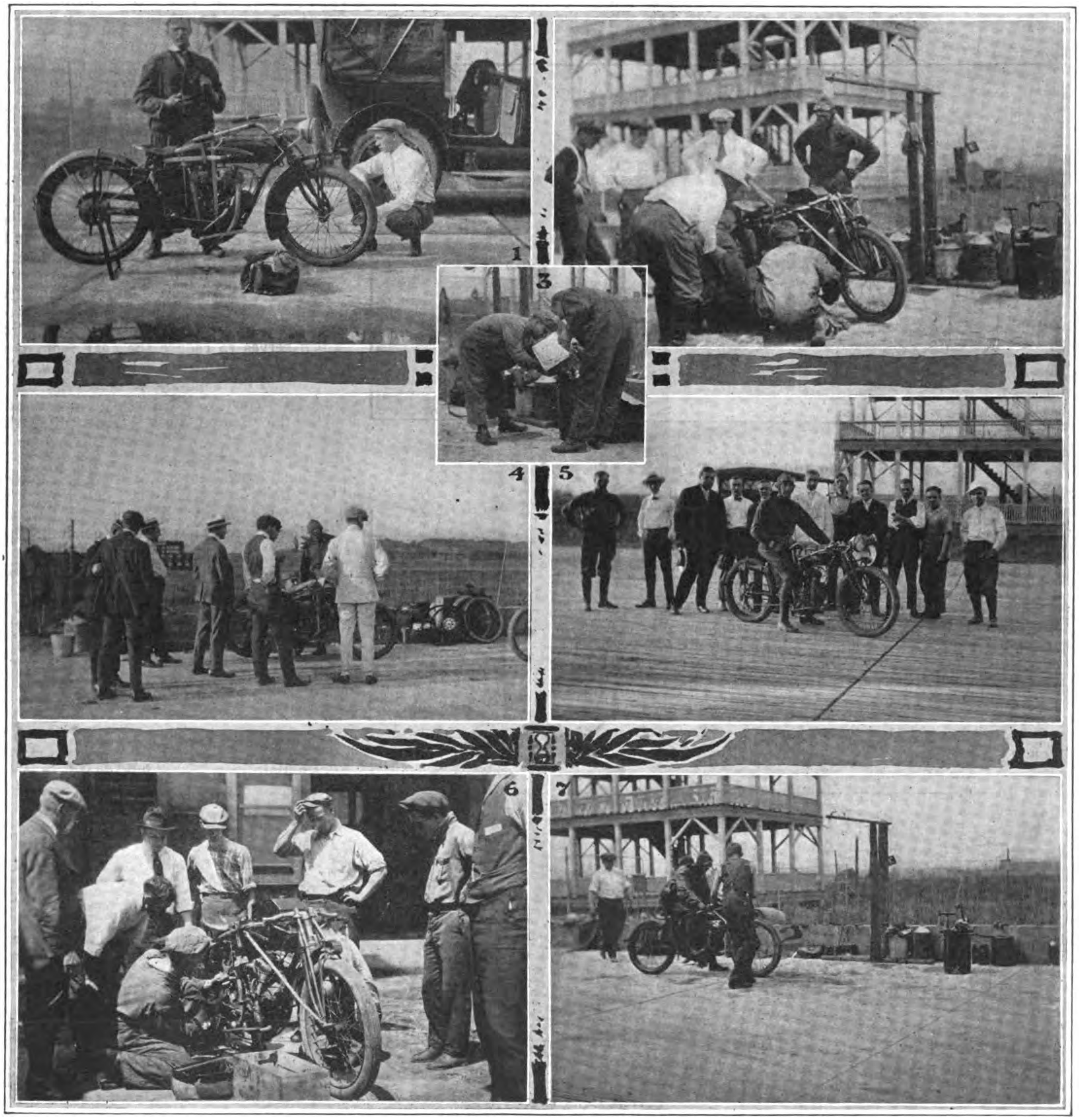
At the 1,236 mile, Sturm signaled Baker for a sprint, and the lap was turned at the rate of sixty-six miles per hour. As the finish drew near, the Universal man got his movie machine set; W. C. Price, manager of the Cincinnati United States Tire branch, and Bob Sturm made ready to congratulate the new record holder, and as the watches showed six o'clock of the second day another laurel wreath was added to the trophies of Cannonball Baker, a trophy not only signifying to him a victory well earned, but demonstrating to the world the reliability and mechanical perfection of the American-made motorcycle.

Before the start the scorers and timers had decided to work in shifts of eight, but they became so interested that practically all of them remained on the job all the twenty-four hours. The timers were A. W. Mueller, C. H. Leesman, of Cincinnati; and H. C. Johnson, of Covington, Ky. The scorers were W. C. Price, S. G. Price, C. D. Wilson and Jack Rardon, all of Cincinnati. Joseph A. Uhl, referee, of Cincinnati, was a twenty-four hour, sixty minute man, and wouldn't hardly take enough time off to eat. Olin Ross-Art Wehrman were tireless in their efforts to make the attempt a success and spent every second at the pit.

The accessories used were United States tires, A-C plugs, aviation type with cooling flanges, Diamond chains, Maslen saddle with low position and quickly removable springs and Dixie magneto.

After the trial was over, the motor was torn down in the presence of the referee and six disinterested parties, and when carefully measured was found to be under the measurements prescribed by the F. A. M.: it was a strictly stock Powerplus Indian and an affidavit was secured to substantiate the claim.

SEVEN PHOTO FLASHES AT BAKER'S FEAT



1, Sturm and Ross Exchanging Dope on the Possibilities Before the Start of the Trial; 2, Referee Uhl Watching Pitmen Ross and Wehrman Make an Adjustment; 3, Getting Oil Ready for Baker's Next Stop; 4, W. C. Price, U. S. Tire Manager (in Palm Beach Suit), Watching the Rapid-Fire Service Given on One of the Stops at the Pit; 5, "Cannonball" Snapped a Few Seconds Before the Start; 6, Tearing Baker's Motor Down Preparatory to Measuring It; 7, The Record-Breaker Rolling His Indian In for Gas and Oil

THE ARMY QUESTION

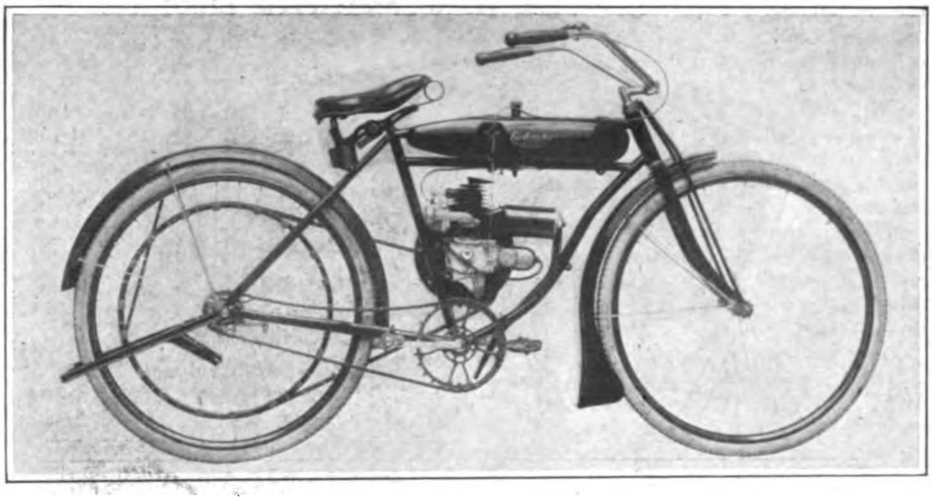
Adj. Gen. Willis Throws Light on the Motorcyclist-Soldier Situation

CHARLESTON, W. Va., July 2.—Captain G. C. Lovett, of the Kanawha Reserves, has received a letter from Adj. Gen. W. L. Willis, of Chicago, which throws some light on the army enlistment situation as applied to the motorcycle. Adj. Gen. Willis states that no authority has been delegated to recruit motorcycle units, either for dispatch work or machine gun service, but that enlisted men who possess expert knowledge of motorcycles will in all probability be given an opportunity to serve in motorcycle detachments.

"An infantry division quota of motorcycles," says Adj. Gen. Willis, "is given in the latest official announcement as 106 machines, and the quota for a field artillery brigade is 297 machines. It might be advisable to motorcyclists enlisting in National Guard regiments to apply for headquarters company assignments, as details for motorcycle messengers will be made presumably from those companies.

CYCLEMOTOR OFFERS THE EVANS POWER CYCLE

Little Two-Cycle Two-Wheeler Weighs Only 65 Pounds and Sells for $100; Embraces Cyclemotor Power Plant in a Frame Specially Developed for Purpose; Represents Long Experimentation



The Evans Power Cycle; Among the Most Interesting Features are the Improved Frame and the Handy and Sturdily-Constructed Spring Stand

ROCHESTER, N. Y.—The ultra lightweight power vehicle has arrived in the shape of the Evans Power Cycle, which is being offered at a price of $100 by the Cyclemotor Corp., which developed and has popularized the now world famous Cyclemotor power attachment for ordinary bicycles.

The latest Cyclemotor offering was designed by and takes its name from L. R. Evans, chief engineer of the Cyclemotor factory. The little machine has been in the works for months past, being put through a "course of sprouts," so to speak, which was calculated by Chief Engineer Evans to bring to light each and every possible defect.

And now, when long continued use of the most trying sort fails to reveal further weak spots, and after full preparations have been made for the production of sufficient of the little vehicles to take care of the calls of all of the Cyclemotor dealers, the machine is being offered at a price which is bound to strike an instant appeal and make for wide popularity.

As might be gathered from the fact that Chief Engineer Evans has made a life study of gasoline engines, especially of the air cooled type, having designed the world-famous Franklin automobile motor, and being likewise responsible for the highly efficient Cyclemotor power plant, that little bit of "concentrated motor power" has been incorporated in toto, so to speak, in the design of the Evans Power Cycle.

The Cyclemotor Power Plant

The Cyclemotor power plant is a little two-cycle, air-cooled, high-speed motor built in a single unit with its magneto, which is of National make, and an efficient silencer. It is fitted, in the detachable types, with universal brackets for attachment in the diamond frame of any bicycle. The whole power plant, for all the fact that it is capable of developing up to one horse-power, scales at slightly under 19 pounds.

In its production all that care so essential to perfect operation in any gasoline motor, and so indispensable where satisfaction is the aim in the case of the two-cycle motors, has been used. Indicative of that aim are the die-cast crank case, weathered cylinders, accurately ground to exactly the proper bore, and properly polished by highly efficient modern machinery. And even as the greatest of care has been used in the production of the motor and its parts, so also, the essential equipment has not been slighted.

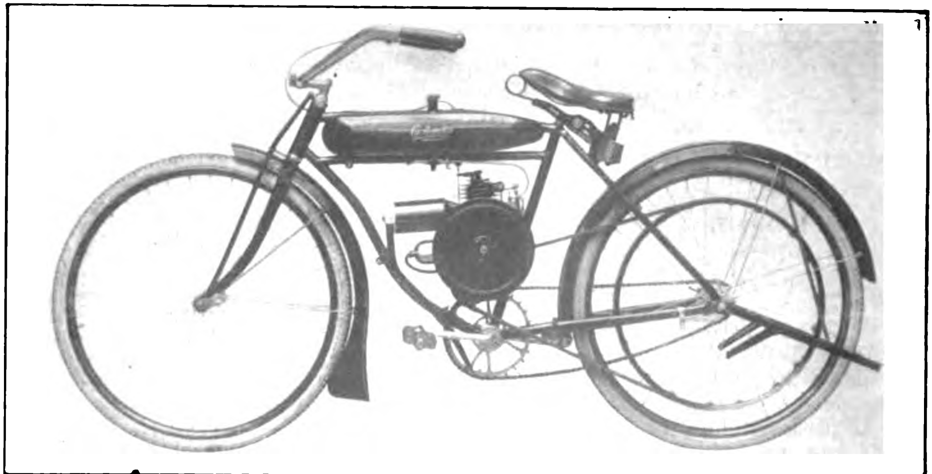
As was stated before, the magneto is a National, made by the National Coil Company, of Lansing, Mich. The chain, which serves to reduce the gear from the motor crank shaft to a countershaft which carries the drive pulley, is a Renold, handled by Peter A. Frasse Co., New York, while the Benton Case Hardened spark plug, made by L. F. Benton & Co., Vergennes, Vt., insures sparking regularity.

A most novel feature of the Cyclemotor power plant is the fact that the carburetor is kept always in full open position so that the mixture is perfectly constant regardless of variations of the speed of the motor. The whole control for the machine is vested in one Bowden wire which serves to retard or advance the spark for varying to the speed of the vehicle, and also, when in a full off position, to open the compression release for starting and stopping purposes.

Cycle of Rugged Construction

A minimum of alterations, chiefly in the brackets, which are made slightly more substantial, have been introduced in the Cyclemotor power plant which is used in connection with the Evans Power Cycle. The cycle itself is of extraordinarily rugged construction, the better to withstand the harder use that naturally comes where the two-wheeler is power rather than pedal propelled. The frame is 21 inches high, of the double-bar motorcycle type, with a gracefully curved front drop bar. It is fitted with the new double-bar tanks which were introduced on the detachable outfit last year.

Chief Engineer L. R. Evans



Left Side View of the Power Cycle; It Is Noteworthy That a V-Belt Replaces the Round Type Formerly Employed

The front fork is a special truss type developed by the Cyclemotor engineer. The frame is fitted with 28-inch wheels on special maple rims with heavy gauge spokes, the wheel base being 45 inches. An improved one-piece Fauber crankhanger, made by the Great Western Manufacturing Company, is used, the cranks being fitted with rugged motorcycle pedals, and the pedal drive is by means of roller chain to a special heavy duty Atherton coaster brake made by the Buffalo Metal Goods Company, around which the rear wheel is built up.

The drive from the motor is by means of Sparton belt, half an inch wide and of the V type, to a specially mounted belt rim rigidly clamped to the spokes of the rear wheel. The power plant itself is mounted in the diamond of the bicycle frame in a manner identical with the mounting of the detachable Cyclemotor power plant.

Heavy drop side mud guards are fitted both front and rear with exceptionally strong braces. The front guard is furnished with a flared splasher at the lowermost end. Motorcycle type handlebars, a Troxel "Easy" saddle, an efficient motorcycle type stand made quick acting by means of a spring, and a tool bag with complete equipment, complete the fittings. The tires are Federal, 28 x 1⅝. The finish is black with gold stripes.

Ready for shipment the machine weighs but 65 pounds, yet it is fully capable of making 25 miles an hour with a gasoline consumption of only one gallon to 100 miles and an oil consumption of 400 miles to the quart.

One point which the Cyclemotor folk are particularly careful to call attention to is the cleanliness of the little machine, making the use of special riding togs unnecessary. It is pointed out that the two stroke design has eliminated cams and springs and that there is only one grease cup and oiling hole, from which it is impossible for the lubricant to leak and soil the clothes.

There is scarcely a doubt but that the extreme handiness of the vehicle will make for it a ready market for even in the highly improbable event of a deranged motor, making power propulsion impossible, the belt can be slipped from its rim and the machine pedaled home like an ordinary bicycle, and with little or no more effort.

THEY LIKED OUR BEDELL STORY

Motorcycle Illustrated,
New York City.

Gentlemen:—

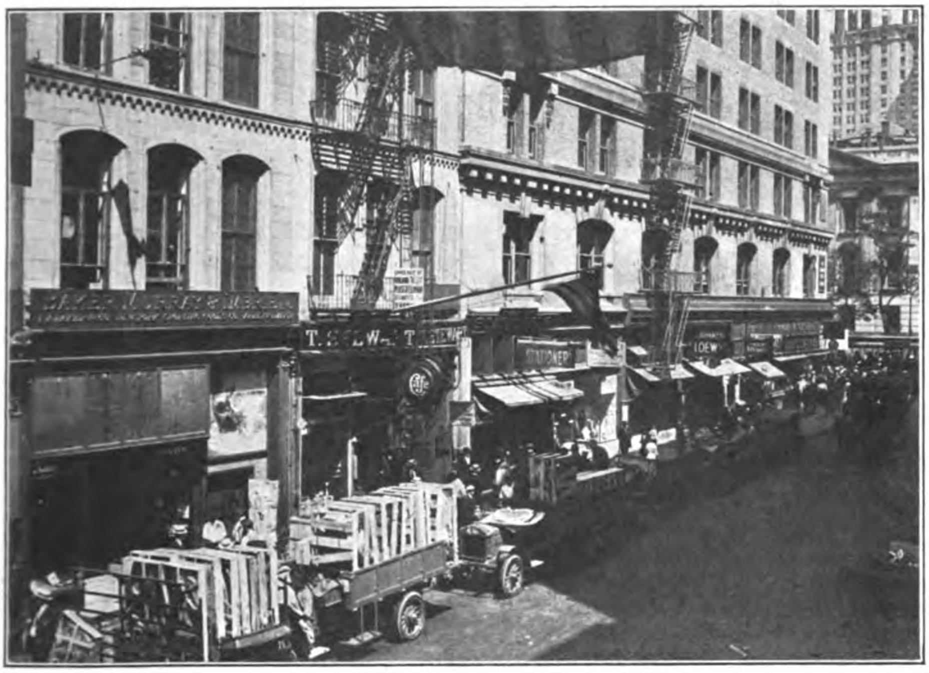
Just a line to express our appreciation of the way you handled Bedell's story of his transcontinental record trip on a Henderson motorcycle.

We like the story published in Motorcycle Illustrated, June 21st, so well that we are going to supply our dealers with reprints of it, for them to distribute among their customers who want detailed information about Bedell's ride.

Thanking you for your efficient co-operation, we are, Yours very truly,

Henderson Motorcycle Co.
P. J. BAILEY, Sales Manager.

MOTORCYCLES AND SIDECARS FOR SERVICE IN FRANCE



U. S. Army Trucks at Baker, Murray & Imbrie Headquarters, New York, Taking on Six Indian Outfits for Shipment to the Boys Abroad

BRETZ IN TIRES

Bearings Co. of America Sales Head with Carlisle Cord Tires

NEW YORK, June 30.—J. S. Bretz, of the Bearings Company of America, has interested himself in the tire business. He has become financially interested in the Carlisle Cord Tire Company, Inc., which, working quietly but effectively for a period of two years, has developed and is now ready to place on the market a brand new type of cord tires.

For the present at least the activities of the new tire maker will be confined to the production of automobile tires, but shoes for motorcycles are a future possibility. Associated with Bretz in the enterprise are the inventor, F. B. Carlisle, a veteran in the tire field, and J. M. Gilbert, formerly general manager of the United States Tire Company.

BROWN JOINS GOODRICH STAFF

AKRON, O., July 2.—Announcement is made by the B. F. Goodrich Rubber Co. that George L. Brown, well-known for years past as a sporting goods representative, has joined the company's Trade Extension and Research Department. Mr. Brown has traveled all over the United States in the interest of sporting goods firms, having been associated with A. F. Meisselbach & Bro., of Newark, N. J., Abbey & Imbrie, of New York, and Abercrombie & Fitch, also of New York. Mr. Brown's travels have given him close contact with the cycle and tire fields and it goes without saying that his new position is a congenial one.

LEMON VISITS DENVER TRADE

DENVER, Colo., June 28.—Mr. Lemon, of the engineering department of the Henderson Motorcycle Company, Detroit, recently spent a few days in Denver and other parts of Colorado.

GOODRICH MAN ENLISTS

AKRON, O., June 29.—Clifford Goes, assistant manager of the waterproof clothing sales department at the Goodrich plant, has resigned that post to join the quartermaster corps of the U. S. army. Goes will be stationed at the Philadelphia arsenal, where he will inspect clothes, especially ponchos and waterproof garments.

LEE CALLS AT HENDERSON PLANT

DETROIT, Mich., July 2.—Tennant Lee, manager of the Henderson Sales Co., of Los Angeles, and who also is interested in the Providence and Boston organizations handling America's only four-cylinder motorcycle, is in Detroit visiting the factory. Lee's idea of calling on the factory was to see if it were not possible for the manufacturer to deliver more Hendersons to the coast, where the business is humming along in great style.

F.-N. BUSINESS ON JUMP

DETROIT, Mich., June 20.—The Fentress-Newton Mfg. Co. reports business far ahead of last year, with the factory working overtime to keep up with orders.

To Carry President's Message by Motorcycle and Aeroplane

NEW YORK, July 3.—A motorcycle-aeroplane demonstration with a strong military flavor has been arranged as the result of plans taken up recently by Professor McIntyre, physical director at the Hotel Majestic, this city, with the view of obtaining favorable publicity for the single-tracker.

It is announced that a motorcycle courier will receive a message from President Wilson at the White House on the morning of Saturday, October 13, and will then ride to the Aviation Field in Washington, where he and his mount will be taken aboard an army aeroplane. The aircraft will carry the courier and his machine to Governors Island, from which point the journey will be continued by boat to the Battery, New York City.

At the Battery the courier will be met by an escort of motorcyclists who will accompany him to the Hotel Majestic. There Governor Whitman will receive the President's message. As soon as the message is received it will be wig-wagged from the roof of the hotel by U. S. Signal Corps men as a signal for a sham battle to begin in Central Park across the street from the Majestic.

The promoters of the project expect to have all the details worked out within a few days.

SMITH CLEANS UP

Takes All Three of Competitive Numbers on Cheyenne Track

CHEYENNE, Wyo., June 24.—Art Smith, on a Harley-Davidson, won all three of the competition events staged for the benefit of the Red Cross on the one mile dirt track today. Smith not only took the feature 25-mile open number, which he completed in 29 minutes, 49 seconds, but also took the 10-mile go in 11 minutes and ten seconds, and the five-mile event in five minutes, 33 seconds.

M. D. Folkrod, on an Indian, took second place in each of the races, while Walter Witlock, on an Indian, took third place in the five and ten-mile events. An exhibition ride of three miles by "Lucky" Horn, of Greeley, Colo., on an Indian and sidecar, was clocked in 4:53.

MANSFIELD RACEMEET

July 15 Affair on Fair Grounds Track Under Direction of "Mud" Gardner

MANSFIELD, O., July 2.—Announcement is made by R. B. "Mud" Gardner that plans have been completed for a motorcycle race meet to be held at Fairgrounds Track, Mansfield, July 15. Six events are slated: 5-mile amateur, 5-mile professional, 10-mile bicycle race, pursuit race, and 25-mile professional. Attractive prizes are offered.

Under Gardner's direction arrangements have been made to have a band on the scene and there are indications that the program will be one of the best staged in Mansfield or vicinity for some time.

CYCLE PARTS CONVENTION IS ASSURED

Suggestion to Abandon Big Atlantic City Program Is Dropped; More Emphasis to Be Placed Upon Strictly Business Proceedings

NEW YORK, July 3.—It has been definitely decided that the annual Cycle Parts convention will be held in Atlantic City, on the dates originally announced, August 6-10. Chairman Frank Chase, of the committee on general arrangements, made this statement following a conference in New York at which the views of all the various cycle and allied branches were considered.

Pending a formal announcement of the program, Mr. Chase was able to state that more emphasis than in the past will be placed this year upon the strictly business aspects of the convention, in keeping with the national tendency to make every trade gathering count for the greatest possible efficiency. This does not mean that the popular social features will be eliminated—far from it—but simply that more time will be devoted to serious consideration of trade conditions, and to the specific problems confronting the allied industries.

The full program for the convention will be published in next week's issue of MOTORCYCLE AND BICYCLE ILLUSTRATED.

GOTHAM SHOW ALSO CALLED OFF

Canvass of Two-Wheeler Industries Reveals That Sentiment Is Against Exhibit; Building Contracts to Be Settled

NEW YORK, June 30.—At a meeting of the Show Committee of the Motorcycle and Allied Trades Association held here this week it was definitely decided that two-wheeler trade folk will support no national shows this year.

As was stated in the last issue of MOTORCYCLE & BICYCLE ILLUSTRATED, the decision to hold no show in Chicago was reached at an impromptu meeting in the Windy City a week or so ago, but at that time folks were quite undecided as to whether or no it would be advisable to drop the Gotham show into the discard. A thorough canvass of the cycle trade, however, made it apparent that the folks most deeply affected by the shows are in favor of abandoning them for the present year. Their thoughts on the subject are fully set forth in the following resolution, made by Mr. T. W. Henderson and seconded by Mr. Theurer, and unanimously passed by the Show Committee:

"Having ascertained by conference with the various trades associations, namely the Bicycle Manufacturers' Association, Cycle Jobbers, Cycle Parts Makers, and Cycle Trade Directorate that they are unanimously in favor of abandoning the proposed shows in Chicago and New York for the year 1917, I move that Manager A. B. Coffman be authorized to cancel the contracts which we hold with the Coliseum in Chicago and Grand Central Palace in New York, at the most advantageous terms possible."

ROCHESTER HILL-CLIMB

Stiff Incline Provided for Affair on July 8; Dealers Backing It

ROCHESTER, N. Y.—The Rochester motorcycle dealers are working hard, with the assistance of Arthur Rochow, on plans for a big hill climb to be held Sunday, July 8, on a hill about three miles from Rochester, known as West High Hill and which is about 800 ft. high with a climb of 600 ft.; all good solid smooth pasture field. The only non-skid devices to be allowed are the regulation anti-skid chains.

STANDARDIZATION DETAILS APPROVED

(Continued from page 15)

number of machines that would be bought, but that the market of the American industry would cover all the nations at war.

"How about selecting a type to work upon and getting in touch with engineers abroad?" said Mr. Harley.

"I think that would be a very good plan," answered Captain Britton.

Continuing, Mr. Harley remarked that it was not the proper plan to take ordinary enlisted men for motorcycle service, and asserted that the motorcycle must have a trained driver. Captain Britton stated that he appreciated this.

Mr. Rogers called attention to the fact that inexperienced men had failed to give the desired results with motorcycles on the Mexican border, whereas experienced drivers would easily have met all the requirements regardless of the road and other conditions encountered.

Relative to the matter of enlisting men for motorcycle service, Mr. Henderson asserted that he had obtained information concerning service in the Quartermaster's Section of the Enlisted Reserve Corps, and that it would appear from this that there is a class of service in which the motorcycle driver may enlist and become actively engaged in dispatch and other work involving the regular use of the motorcycle.

Captain Britton, still further emphasizing the admitted importance of having experienced men to operate military motorcycles, stated that he would co-operate in every way possible.

In connection with gun carriages, etc., Captain Britton stated that these matters should be taken up with the Ordnance Department. He pointed out that the military motorcycle is not intended to follow truck and motor car trains. He stated that commanders and truck masters will use the motor car, and that the motorcycle will be used for dispatch work and transportation of machine guns.

It was decided to have the next meeting at Atlantic City, Monday, August 6, when the Motorcycle and Allied Trades Association will also meet.

IN FACTORY CIRCLES

News and Views of the Men Who Are Making Cycle History Daily in the Big Plants or in the Ranks of the National Sales Organizations

MAKE ALL ADVERTISING MATTER WORK

Shortage of Paper Calls for Greatest Possible Efficiency in Handling of Factory Literature by Dealers, Says Harley-Davidson Co.

MILWAUKEE, Wis.—In the effort to do its share in the national movement for conservation, the Harley-Davidson Motor Company has sent out a circular letter to all its dealers, urging them to make it their patriotic duty to put every particle of advertising matter to the best use, and not to waste any of it. The letter contains excerpts from an article in the *Druggists' Circular* of May, 1917.

"There is a shortage in paper," the letter reads. "The President has asked everybody to help in saving our natural resources. Paper must be saved. There is not a big advertising manufacturer in the United States who does not know that a great deal of his advertising matter, which he supplies upon request, is wasted.

"The retailer asks for booklets, window displays, posters, counter displays, and all sorts of advertising material. He does not tell the janitor or whoever opens his package of goods that he has asked for such material. The man often rips the box open, throws the advertising matter away and puts the goods in stock. The man upstairs wonders why the advertising matter has not been received. He writes and asks for more. Ofter he asks for it on a reply postcard, or because he has seen it offered in the trade journals. Sometimes he asks for a whole lot of advertising matter just to get a few samples.

"It is his patriotic duty at the present time to ask only for that advertising matter, which he will use effectively. It behooves every retailer to put to work every particle of advertising matter which he can get from the manufacturer. None of it should be allowed to stay in the cellar. None of it should be allowed to go to waste behind the counter."

GOODYEAR CHANGES

Akron Tire Concern Announces Shifts in Sales Force

AKRON, Ohio.—The Goodyear Tire & Rubber Co. announces the following changes in branch managers:

B. S. Waterman, formerly branch manager at Boston, Mass., has been placed in charge of the solicitation of manufacturers' business in all departments for the New England district.

C. B. Peschmann, who has been in charge of the Goodyear Sales School at Akron, becomes manager of the Boston branch. K. H. Dresser, formerly manager of the Springfield, Mass., branch, has been transferred to Akron, and succeeded by R. E. Lane.

Edward Lingenfelder, for a number of years manager of the Los Angeles branch, and one of the most widely known tire men on the Pacific Coast, has resigned to go into business for himself as a tire dealer. George Bellis has advanced from the position of manager at Sacramento to manager at Los Angeles, succeeding Lingenfelder.

C. B. Reynolds, formerly manager, Tacoma, Wash., is now manager at Sacramento. A. E. Patterson, former salesman in the Portland, Oregon, branch, is now manager at Tacoma, Wash.

TIRE FILLER FROM CREW-LEVICK

PHILADELPHIA, Pa., June 30.—The Crew-Levick Co., large accessory makers here, have developed a new tire selling compound under their well-known trade name C-L. The Automobile Club of America recently made a test with the compound, in the course of which an automobile was run over a course of 292 miles with one of the rear tires being punctured with several nails which were left to remain in the tires, the other being similarly punctured, but the nails being removed. The test was highly successful in proving the efficacy of the C-L. tire sealing compound.

SEE WHAT FORD DID!

Detroit Car Maker Takes Henderson for Special Service Between Plants

DETROIT, Mich., July 2.—Quite the neatest compliment that could be paid the Henderson Motorcycle was the purchase of an electrically equipped machine last week by the Ford Motor Co. for service work between the new Ford tractor plant and the main Ford factory here.

A unique feature of the situation is the fact that the Ford company paid the full retail price of $370 for the machine, despite the fact that that price is higher than is asked for the Ford touring car.

INDIAN CAPTURES SPANISH RECORD

From Spain comes an account of the opening of the motorcycling season with the Third Annual Kilometer Trials of the Royal Motor Club of Spain, held in Madrid. Although the weather conditions were unfavorable, Victor Landa, on an Indian, succeeded in making a new Spanish record for the distance, covering the course in 28 2/5 seconds, which is at the rate of slightly over 126¾ kilometers per hour.

RUBBER DROPS

Price Increase Was Expected and Falling Off Causes Surprise

NEW YORK, June 30.—Much to the surprise of folks interested in that product, and especially to rubber trade men themselves, the prices of crude rubber made a substantial drop during the past week instead of a rise, as was expected. Rubber from the far east was selling at 66 cents and 67 cents a pound last week as against 86 cents a month ago.

It is pointed out by tire makers, however, that the decrease in rubber prices is more than offset by the steadily advancing costs of the materials which enter into the fabric so that increased, rather than decreased, tire prices are in prospect.

HENDERSON-CYGNET RECORD

KNOXVILLE, Tenn., July 2.—Carl Armstrong, of Knoxville, who has just been credited with the long distance service record as a Cygnet delivery car driver, has acquired another record. Armstrong made a run from Knoxville to Athens, a distance of 61 miles, with a Cygnet passenger car on a Henderson motorcycle, and completed the trip on one gallon of gasoline. Armstrong reports that there was not a stretch of level going 400 yards long in the entire journey, and that under the circumstances the performance of the Henderson-Cygnet outfit was truly a remarkable one.

SEVERS MANAGES FARGO FIRESTONE

MINNEAPOLIS, Minn., June 29.—A. T. Severs, who has been assistant manager of the Indianapolis branch of the Firestone Tire & Rubber Co., has been appointed manager of the branch at Fargo, N. D. He succeeds W. R. McCarthy, who has resigned to join the forces of the Rubber Products Company of this city.

DENMARK FIRM WANTS AGENCY

NEW YORK, July 2.—The commerce report issued by the Bureau of Foreign and Domestic Commerce under date of June 29 announces that an agency is desired by a firm in Denmark for the sale of motorcycle parts. It is stated that the agency will be handled on a cash basis and that correspondence may be in English. Details may be obtained by manufacturers upon application to the Bureau of Foreign and Domestic Commerce, at Washington, D. C.

A FOREIGN OPPORTUNITY

M. Marin Faure, president of Faure-Langlade, Boulevard de la Republique, Le Puy-en-Velay, France, is anxious to enter into business relations with American firms willing to export gasoline in large quantities. Shipments are to be made via Bordeaux. He is also in the market for sidecar combinations. Correspondence and all data should be in French.

CONCENTRATE ON MOTORCYCLE

KANSAS CITY, Mo., June 25.—John Murray, proprietor of the Western Motorcycle Co., agent for Harley-Davidson motorcycles and bicycles in Kansas City, announces that he will devote all his time hereafter to the motorcycle business. He finds that his present floor space doesn't permit him to do justice to both lines.

GOTHAM'S BILL DOES NOT HIT RIDERS

Automobile Bureau Says That Motorcyclists Need Not Pay Owner's Motor Vehicle Tax; A Queer Classification

NEW YORK, June 29.—In New York, at least, the motorcycle is not considered a motor vehicle. That fact came to light at Secretary of State's Automobile Bureau in New York to-day when it was disclosed that the Kelly-Cromwell bill requiring an owners' license for all motor vehicles owned within Greater New York is not construed as applying to motorcycles.

A couple of weeks ago, just after Governor Whitman had signed the measure, inquiry at the same department brought forth the information that motorcycles as well as automobiles were included in the provision of the measure and it was stated at that time that New York motorcycle owners would be notified as to the proper course of procedure as soon after July 1st, when the measure became a law, as possible. It is now emphatically stated, however, that the automobile bureau construes the measure as pertaining to automobiles exclusively, so all motorcycle riders, even those with sidecars, are free to operate their machines with only the present machine license which costs $2.50.

The Kelly-Cromwell bill calls for a special driver's license at a fee of $1, and makes possible the revocation of licenses for constant disobeyance of the law.

LINE-UP WAR TALENT

Denver Motor Club Taking Census of Military Riders

DENVER, Colo., June 29.—The Denver Motor Club is lining up owners of automobiles, auto trucks and motorcycles with a view of forming motor vehicle companies for war service. The blanks they are putting into the hands of motor vehicle drivers have the following questions on them which have to do with motorcyclists: "Would you be willing to volunteer for the use of our Government your services for any of the following purposes? No. 1. Motorcycle rider for dispatch carrying." No. 2. "Would you volunteer the use of your motorcycle?" No. 3. "Would you turn over to the Federal Government at the prevailing market prices your motorcycle?" One place on the blank is for the purpose of filling in the number of motorcycles owned by the person signing the card.

The idea, for the main part, however, is to see just how Denver is situated in regard to doing its part in furnishing motorcycles and riders for the war if they are needed.

CROOKSTON ENTERTAINED

Tourists from Moorhead and Fargo Found Warm Welcome

CROOKSTON, MINN.—This place was made the night control for about 150 motorcyclists who took part in Gypsy Tours from nearby cities and towns. Moorhead and Fargo sent good-sized delegations of riders, and several other towns were represented by smaller squads. Crookston gave them all a warm welcome. The city band furnished music and refreshments were supplied by public-spirited citizens.

A snappy racemeet was staged by the Crookston M. C. at the Northwest Fairgrounds on Sunday afternoon, June 17. Both motorcycle and bicycle races were put on, with some novelty features.

TEST LESS STRICT

Scarcity of High Gravity Gasoline Leads to Los Angeles Change

LOS ANGELES, June 29.—Some light on the real seriousness of the gasoline situation was thrown on the subject today when City Oil Inspector Blackmar asked the City Council to adopt an ordinance of revised standards for gasoline.

Heretofore all gasoline sold within the Los Angeles territory was first required to stand a gravity test, but the fact that the supply of gasoline conforming to the high gravity test specifications is on the wane has led the oil inspector to ask for the substitution of the boiling test instead. The boiling test permits the use of heavier fuels.

PLEASE BE GOOD!

Denver Cops Trying Polite Treatment Cure for Offenders

DENVER, Colo., June 29.—The Denver police are trying out a new system of regulating traffic. It is as follows: When a motorcycle rider, or other motorist, violates a certain traffic law he is stopped and politely told of the infraction and asked to be careful in the future. Their names are reported to the police headquarters, where they are indexed and the motorists will not be ordered to appear in police court on the first offense.

Officers will check up the reports as they appear daily and if a motorist is found to have committed a second violation he will be ordered to appear in court. In this way, it is hoped, that constant violators will be weeded out and the careful motorists will be unmolested.

BIG COLUMBUS TURN-OU

One Hundred Riders Made Trip
Zanesville; Enjoyed Dinner

COLUMBUS, O.—The Gypsy Tour
of this city, in charge of C. H. Be
manager of the Columbus branch of
Sykes Motor Co., and P. I. Haynes, H
ley-Davidson distributor, was voted a s
cess. The trip was made from Colum
to Zanesville, on June 17, with about
machines in line, including 25 sidecars a
quite a few tandems.

Dinner was served at the Clarenden H
tel, and the party returned home via Bu
eye Lake, where a short stop was ma
There were no mishaps throughout
trip. One of the features of the tour w
the ride of Miss Mildred C. Ganson, w
piloted a lightweight and kept up with t
leaders throughout.

BUFFALO TURNS OUT 150 GYPSIE

BUFFALO, N. Y.—One hundred and fi
machines, fully 80 per cent. of which h
sidecars or rear cars attached, left Buffa
for the Gypsy Tour outing on Sunda
June 17, at Olcott Beach, on Lake O
tario. Homer Cumberland acted as to
manager. The tour was joined by ride
from Erie, Pa., who first paid a visit
Niagara Falls, and then toured along wi
the Buffalo riders to Olcott Beach, whe
the gathering was joined by a delegatic
from Rochester, headed by Arthur Rocho
One glorious day was spent at the beac
resort.

WATERBURY TOUR POSTPONED

WATERBURY, Conn.—Fred S. Smitl
tour manager, led a delegation of 61 rider
on a tour to Springfield, Mass., on Sunday
June 24, in connection with the Nationa
Gypsy Tours; bad weather occurring Jun
17 caused the postponement of the Water
bury tour for one week. On arrival a
Springfield the party visited the India
factory and inspected the entire plant
They then proceeded to Forest Park
where they had dinner and engaged in a
series of field sports. They started on th
return journey at 5 o'clock, and got back
to Waterbury at 8 o'clock in the evening.

WORCESTER'S STRONG MOTOR SQUAD COMBINATION

This Octet of Officers, Mounted on Usco-Shod Popes, Has Convinced the City Fathers of the Massachusetts City That the Motorcycle Is Indispensable

ANOTHER HILL-CLIMB

San Francisco M. C. Will Hold Interesting Program on Hill "57" July 8

SAN FRANCISCO.—Arrangements are being made by the San Francisco M. C. to hold a hill-climb July 8, on hill "57," on the Bay Shore Road in South San Francisco. It is expected that about 50 riders will participate in the program, including some from Los Angeles, Sacramento and other points.

Among the entries so far received are the following: Charles H. Meyer, Reading Standard; C. B. Oberg, Indian; "Dud" Perkins, Harley-Davidson; Homer Loudenclous, Harley-Davidson; Glen Stokes, Excelsior; Ed House, San Jose; Ben Torres, San Jose; Al Zettle, Excelsior, and H. Fritts, Harley-Davidson.

GILMORE'S FATAL SPILL

Blinded by Auto Headlights Well-known Trade Man Fractures Skull

LOS ANGELES, June 24.—Bert L. Gilmore, proprietor of the Excelsior motorcycle agencies in Bakersfield and Taft, died at the California hospital as a result of his injuries when he was thrown from his motorcycle. Gilmore was riding toward Hollywood when the lights of an approaching automobile blinded him and he ran into some plowed ground, where he lost control of his machine. He suffered a fracture of the skull, and although the best surgeons available attended him at the hospital it was found impossible to save his life.

Fred Hoffer and Carl Goudy, the well-known Excelsior representatives, went to the receiving hospital where Gilmore was first taken, and found his case was considered hopeless. They immediately had him removed to the California hospital where the two best specialists in the city performed a trepan operation, but without success.

Gilmore was a leader in the activities of the Bakersfield M. C. and also a member of the Los Angeles club. He was well to the front in all motorcycle competition events staged in Southern California for years past, and was recognized on all sides as a good sportsman and a daring and capable rider.

SMITH KEPT 'EM GUESSING

LOS ANGELES, June 28.—H. W. Smith, son of C. L. Smith, a well-known bicycle jobber of 1043 S. Olivet street, has just returned from his honeymoon, having been quietly married a month ago to Miss Edna Claire Cooley, of Los Angeles. The ceremony took place in Santa Barbara on April 30, and the young people returned to their respective homes, where they successfully kept their secret until June 1. At that time they left for a motor trip north and a formal announcement was made of their marriage. They are now preparing to welcome friends in their own home at 343 West Sixtieth street, Los Angeles.

Mr. Smith, who spent several years on the road as a traveler for his father, and who has since been active manager at the South Olivet street store, is widely known to California cyclists.

WELL-LOCATED NEW HOME OF EXCELSIOR IN SEATTLE

ACCESSORIES - EXCELSIOR MOTORCYCLE & BICYCLE CO. & REPAIRS

Headquarters of Excelsior Motorcycle and Bicycle Co. Just Occupied. The Store Is Featured by Exceptionally Fine Show Windows

LOS ANGELES RIDERS GO TO POMONA

LOS ANGELES—Pomona and Ganesha Park was the destination of the Los Angeles Gypsy Tour, which was a one-day affair, headed by T. E. Berry, Thor distributor. Unfortunately, the day broke quite the hottest that Los Angeles has seen in more than a score of years, which reflected negatively upon the attendance. At the park the boys enjoyed a dip in the pool, it being quite to hot to do anything else, after which they filled up with ice cream, iced tea and other cooling things and started back again.

BOWMAN IN SOLE COMMAND

SACRAMENTO, Cal., June 28.—R. K. Bowman, of the Putzman-Bowman Co., of Sacramento, wholesale and retail dealers in motorcycles and bicycles, has bought out the interest of E. O. Putzman, and announces that he will continue the business at the present stand.

HOW MAGGINI & PERKINS GET 'EM

SAN FRANCISCO, June 28.—Maggini & Perkins, local distributors for the Harley-Davidson, have received a shipment of ten machines, six sidecars and three delivery vans. Their business has been so good of late that they are a little behind in deliveries, but expect to catch up in a few weeks. Their chief call is for the 17-J model.

FRISCO TRADE IS ACTIVE

SAN FRANCISCO.—The season for the motorcycle enthusiast is at last on in earnest. The sales of solo machines have been exceptionally good, according to the local agents, while the demand for sidecars is greater than for any preceding year.

HARTFORD PASSES ON LENSES

HARTFORD, Conn., June 29.—The State Department of Motor Vehicles has completed tests of headlight lenses submitted by various manufacturers of diming devices and has passed upon and issued a list of such of the lenses as it approves. No other lenses will pass muster in Connecticut. Lists can be had by addressing the State Department of Motor Vehicles, Hartford, Conn.

INDIANS FOR ENGINEER CORPS

TACOMA, Wash.—Ray E. Day, Tacoma Indian chief, is on the lookout for the six Indian machines and sidecars that have been shipped to Lieut. Col. J. B. Cavanaugh, commanding the engineering corps at American Lake. These were recently ordered by the War Department for the Government's new army post. Mr. Day will see that the Government gets service on the machines when they arrive, and will cooperate in every way to aid the engineers in putting the Indians in service.

DISPLACE PARK DEPARTMENT HORSE

PROVIDENCE, R. I., June 29.—A motorcycle will be added to the equipment of the Providence police department, for use of the patrolman in Roger Williams Park, who for years has used a horse. The police commissioners find the horse inefficient for present day use. The machine will be used by the night and day men.

BALLOONIST BUYS MOTORCYCLE

OMAHA, Neb., June 28.—Sergt. Grant, connected with the Ft. Omaha Balloon school, is one of the latest motorcycle recruits. He has purchased an electrically-equipped Indian of the Omaha Cycle Co., local representatives.

HOOSIER RIDERS REALLY "GYPSY"

INDIANAPOLIS, Ind.—Indianapolis was one of the few cities which staged a Gypsy Tour which measured up to all that the name implies. Headed by John Merz, some 50 participants rolled through Rustic Brown County and despite the fact that the weather was more or less cold they camped out in real Gypsy fashion. The return trip was made Sunday, the weather being more favorable, and on arrival the tourists partook of their first table mea' since the start.

FOUR MORE WOR
RECORDS FOR IND

Indian's at it again!

This time "Cannonball" Baker astride a 1917 STOCK Indian Powerplus on the Cincinnati (Ohio) Speedway, June 28, annexed four more world's records!

Here they are!—

1386¼ Miles in 24 Hours!

This exceeds the former record by 232¾ miles.

Baker's average miles per hour for the actual riding time was 61.8,

Or 57.77 miles per hour during the entire elapsed time.

GOING SOME!

1000 Miles in 17 Hours, 26½ Minutes!

Baker clipped 3 hours, 15½ minutes from the former record of 20 hours, 42 minutes.

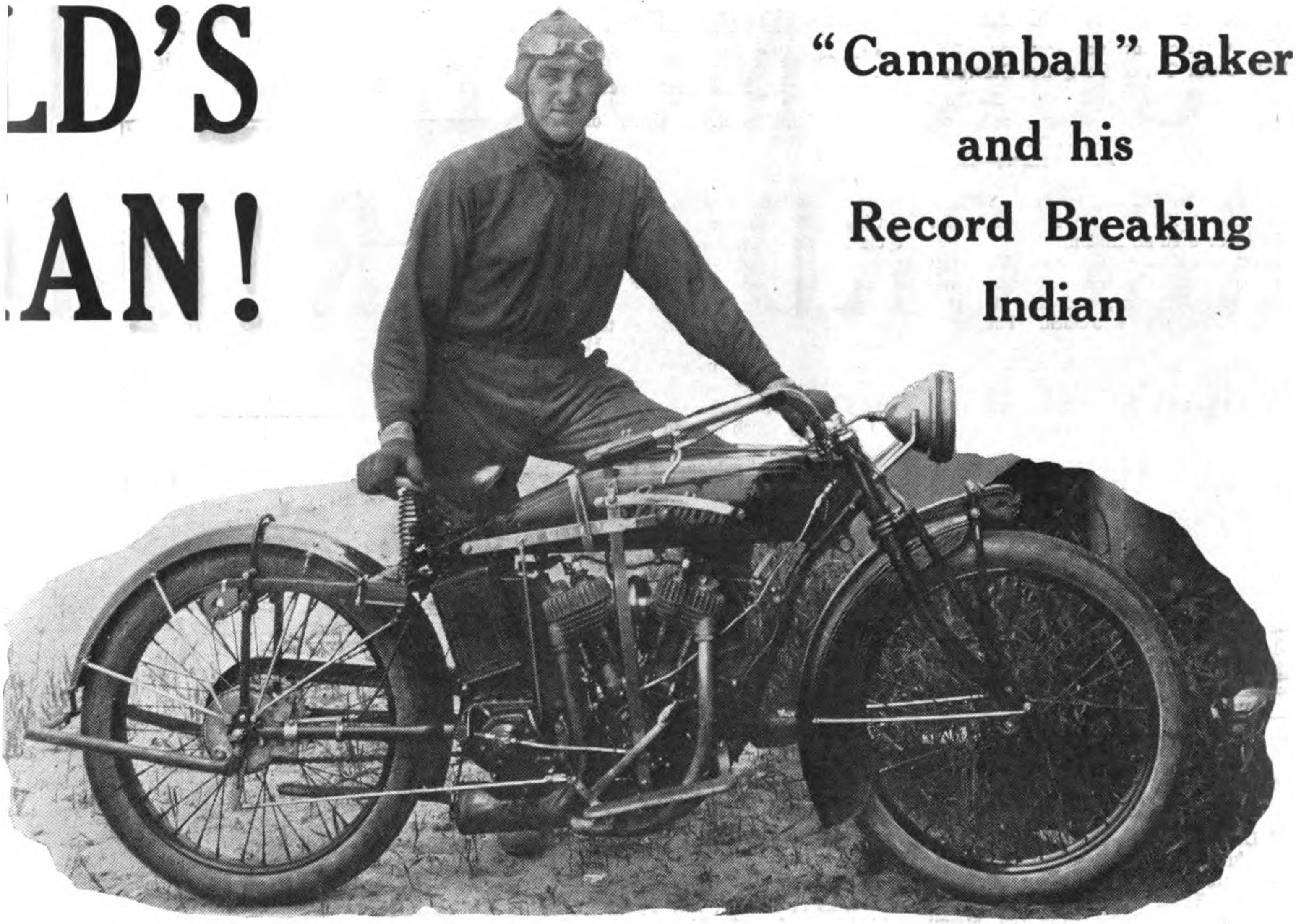
702 Miles in 12 Hours!

Bettering the former record by 107½ miles.

500 Miles in 8 Hours, 38 Minutes!

Which was 1 hour, 17½ minutes better than the best previous record.

LD'S
AN!



"Cannonball" Baker and his Record Breaking Indian

A MASTER PERFORMANCE BY THE TWO GIANTS OF THE MOTORCYCLE FIELD—INDIAN POWERPLUS AND "CANNONBALL" BAKER

A convincing performance beyond all dispute—made on an absolutely STOCK model, with a regular STOCK POWERPLUS MOTOR—not special in the slightest way!

The irresistible POWERPLUS once more clinches its claim of being the

BEST STOCK MOTOR EVER BUILT!

Don't take any chances—be sure it's an

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

FOUR CLEAN SCORES

Only a Quartet Survives Providence 200-Mile Grind Out of Forty-five Starters

PROVIDENCE, R. I., July 2.—Four riders finished the 200-mile endurance run of the Providence M. C. yesterday with perfect scores—B. A. Swenson, Eddie Swenson, H. L. Wilson and F. C. Wilbur. The Swensons, dad and son, rode Indians, of course, Wilson bestrode an Excelsior and Wilbur used an Indian.

About 45 riders participated. The start was made from Exchange Place, Providence, at 7:30 a. m., and the first stop was at Putnam at 9 o'clock. The other stops were as follows: Willimantic, 10:20; Hartford, 11:40; New Britain, 12:10; return from New Britain at 1:10; Hartford, 1:40; Willimantic, 3 p. m.; Putnam, 4:20; Exchange Place, Providence, 5:50.

PIERCE NEWS ON CYCLING POLICE

BUFFALO, N. Y., July 2.—The current issue of *Pierce Bicycle News,* the interesting house organ of the Pierce Cycle Co., devotes considerable space to the application of bicycles to police work. An attractive photograph showing two New York city policemen with their Pierce mounts adorns the cover of the booklet, and the text matter deals with the various phases of police service in which the bicycle has demonstrated its usefulness.

ALL DEALERS SHOULD RIDE, SAYS CRIST

Chicagoan Tells How Personal Experience with Excelsior Lightweight Has Increased His Enthusiasm; Uses Mount Daily

CHICAGO, Ill.—R. C. Crist, long recognized as one of the most progressive motorcycle dealers in the country, has given new evidence of his business acumen and all-round good judgment by getting back into the saddle of a motorcycle for the present season. His present mount is an Excelsior lightweight. He opened the season by riding a heavy machine, for the first time since 1913, but soon had his attention attracted to the advantages of the "little feller." He now has more than 1,000 miles to his credit on the Excelsior lightweight, and is going strong for another thousand.

"I am very much pleased with the lightweight machine," said Mr. Crist, recently, in a letter to Sales Manager Fred Mathis, of the Excelsior Motor Mfg. & Supply Co., "and find that it has ample power and speed. I am able to go forty miles an hour, and the machine will negotiate any hill or heavy roads that I have been able to find. It handles and controls for me much easier than the heavy machines ever did, and I like the machine so well that most of the time my automobile remains in the garage and I ride the lightweight any and everywhere I go.

Crist on His Lightweight

"You no doubt will have noticed by our purchase records that we have sold quite a few lightweights here in Chicago, and I am pleased to advise you that every one is giving complete and entire satisfaction. I believe that if each Excelsior agent that you have would get a lightweight and ride it, the same as I have, all would become so enthusiastic and such good boosters for this machine that your factory would be unable to produce enough to supply the demand that would come for them."

In connection with Mr. Crist's enthusiasm for the Excelsior lightweight, it is interesting to note that Sales Manager Mathis and Joseph Grossmith, the latter also of the Excelsior forces, are now riding the capable little mounts between their homes at Oak Park and the factory, and that Frederic B. Hart, advertising counselor for the Excelsior company, is also a consistent lightweight rider.

TULLIS WILL MANAGE MIAMI DISTRIBUTION

Long Experience with Cycle Field and General Sales Matters Gained with Big Tire Companies Fits Him for New Duties

MIDDLETOWN, O.—Trade workers throughout the cycle and allied fields will be interested in the announcement that Walter S. Tullis has just been appointed manager of distribution for the Miami Cycle & Mfg. Co. Mr. Tullis was formerly manager of the San Francisco branch of the Continental Rubber Works, of Erie, Pa., having been located there for the past three years. He became identified with the bicycle and bicycle tire industries in 1900, when he entered the rubber trade with the B. F. Goodrich Co. at the Denver branch.

Walter S. Tullis

After serving three years with the Goodrich folks at Denver, Mr. Tullis, together with his brother, C. B. Tullis, and C. C. Collins, formed the Overland Rubber Co., in Denver, which was operated on an exclusive jobbing basis. The Overland company closed up its business in 1910, at which time Walter Tullis joined the forces of the Continental Rubber Works as special factory representative, with the entire country as his territory. In 1912-13 he was stationed in New York City, and in 1914 he made his first trip to the Pacific Coast, where he has since been located.

Mr. Tullis as distribution manager will have entire supervision over the handling of all distributors for the Miami Cycle & Mfg. Co. The Miami company adopted a policy some years ago of distributing its products through jobbers in the various sections of the country. This policy was put into effect so that Miami-made bicycles could be shipped the same day the order was received, to enable the company to maintain the highest possible standard of efficiency in serving the dealers throughout the United States. At present there are forty-eight distributors of Miami-made products located in different sections of the country, so that a dealer, no matter where he may be located, can obtain Miami bicycles within 300 miles.

The position which Mr. Tullis now occupies will enable him to keep closely in touch with these distributors and their sales organizations and thus keep strictly up to the minute the Miami service and sales policy from coast to coast.

BOOK FROM BURD

It Gives Full Piston Ring Specifications for All Motors

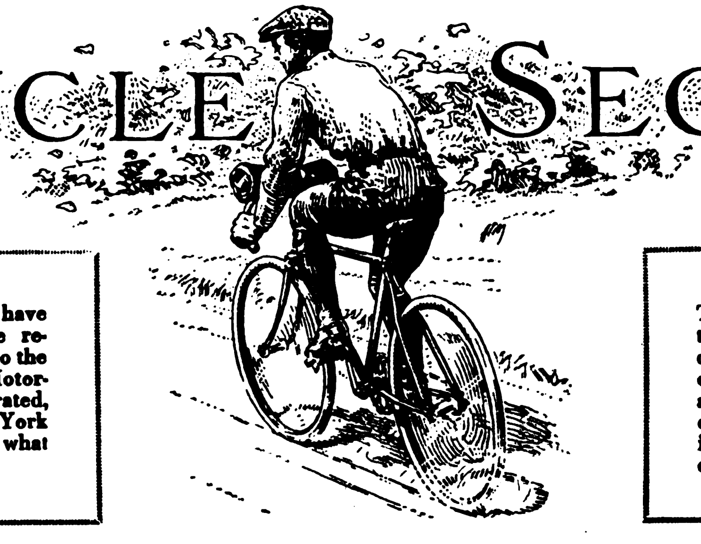
ROCKFORD, Ill., June 29.—The Burd High Compression Ring Co., of this city, maker of Burd piston rings, has issued a booklet that is more than ordinarily interesting to both riders and folks identified with the motor vehicle trade. It is a 1917 edition of a piston ring directory which gives piston ring specifications for every motorcycle, automobile, tractor, stationary and marine motor now on the American market.

Aside from covering machines now being made it also covers both motorcycles and automobiles which file in the orphan class, and it also is made all the more helpful and useful for the shopman by giving several tables which are particularly applicable to motor vehicle work. The booklet is priced at 50 cents.

LABOR DAY MEET AT GREELEY

DENVER, Colo., June 28.—It looks now as though the next big motorcycle race meet in Colorado is the one that is to be staged in Greeley on Labor Day—September 3. The meet will be in charge of the Greeley M. C., and since that organization made such a success of its meet last Decoration Day, even in rainy weather, it looks as if the Labor Day races at Greeley will be "cracker-jacks."

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

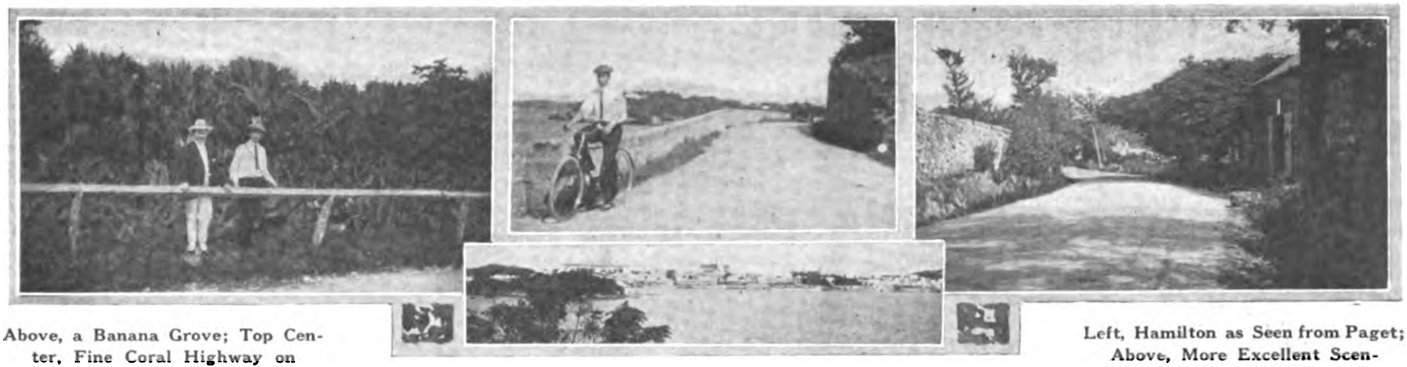
The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

Bicycling in Bermuda

An Inexpensive Trip Through a Scenic Paradise Over 300 Miles of Perfect Roads

All Motors Barred But Cyclists Are Welcome

By John Edwin Hogg



Above, a Banana Grove; Top Center, Fine Coral Highway on **Great Barrington Island**

Left, Hamilton as Seen from Paget; Above, More Excellent Scenery on **Longbird Island**

IMAGINE a group of tiny islands, a bit of the world in themselves, nearly a thousand miles from any mainland, with a climate of everlasting June, only two hundred square miles of land in the entire group, but with 20,000 inhabitants, and three hundred miles of the finest roads bridged over between nearly all of the larger islands. Then you have a mental picture of the Bermudas, nestled in mid-Atlantic hundreds of miles off the path of steamships plying between America and Europe.

To all the advantages of its climate, its roads and its scenery, the cyclist in considering Bermuda should add the fact that he may travel through this bicycle paradise speaking no language other than English, spending less money than it would cost him to live at home, and that in traversing the beautiful coral highways, there are no motor vehicles to be dodged. The laws of the islands forbid the use of motor vehicles, so that the cyclist, the pedestrian, and the lover of horses have the use of the highways all to themselves.

The bicycle tourist to Bermuda, in all probability, would journey to the islands in one of the ships docking at Hamilton, the capital and principal city of the group. The islands rise like tiny clouds from an ocean of trackless indigo. Then as the steamer slowly wends its way into port through the great coral reefs of the Tremblinn Narrows, the rotting barnacle-covered hulks of half a dozen or more stranded vessels bear mute testimony of how Juan Bermudez, the Spanish navigator, discovered the islands in 1522 by being shipwrecked upon them while en route to the West Indies from Spain.

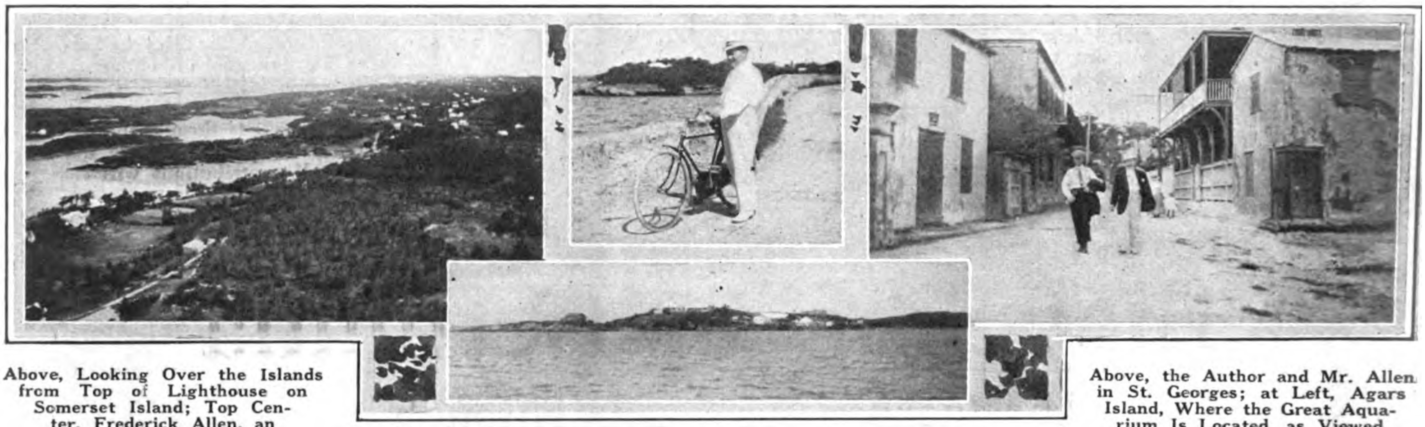
Hamilton a Beautiful City

Hamilton, on Long Island, is a beautiful modern city, with fine buildings, all of white coral rock and with red tile roofs, while in front of the city scores of small craft ply the surface of the beautiful indigo bay.

The steamship companies will carry one's bicycle to the islands as excess baggage, and the charge for the service is trivial; but if one would avoid the trouble of taking his own bike along, excellent bicycles, of English manufacture, with two and three-speed gears, can be rented for as low as $2.50 a week. Therefore, if the sojourn is not to be of more than two or three weeks' duration, it is quite as economical to rent a wheel as to use one's own mount. Then, too, with the rented machine, the user has the advantage of being able to get spare parts in the event any repairs are needed.

There are many points of interest to be seen in and about Hamilton. It is an exceptionally bright and modern city, in spite of its isolation from the rest of the world, and its governmental buildings are especially interesting. Many of the institutions of government date back to the old pirate days, and the stocks and pillory and the old flogging post are still in use. All minor criminal offenses are punished with whippings, and as a result the natives have a wholesome respect for the laws.

Although there are more than 20,000 souls in the islands there is seldom an



Above, Looking Over the Islands from Top of Lighthouse on Somerset Island; Top Center, Frederick Allen, an **English Cycle Tourist**

Above, the Author and Mr. Allen in St. Georges; at Left, Agars Island, Where the Great Aquarium Is Located, as Viewed **from Paget Island**

case in the courts warranting any punishment more serious than a small fine or a few lashes at the post. And because the people are law-abiding, the cycle tourist in the islands may leave his pistol at home without the slightest fear of molestation; in fact, the laws stipulate a heavy fine for anyone found with weapons in their possession. There is also a law providing punishment for the owners of dogs that are allowed to attack or annoy cyclists. Consequently the dogs are trained to do their barking at passing wheelmen without venturing beyond the curb. Bicycle thieves are also non-existent in Bermuda.

From Hamilton the cyclist who would visit all of the principal points of interest might choose any one of numerous excellent itineraries. He would, by all means, want to visit the great aquarium on Agars Island, and this may be done after a delightful twenty-minute sail in any of the native sloops or motor boats that put off from Hamilton. This intensely interesting institution is open to the public without charge, and live specimens of every known species of Bermudian fishes and marine forms may be studied at close range in haunts that are exact replicas of those formerly inhabited in the briny deep. A visit to the aquarium is also an excellent schooling for a trip to the marine gardens. The most beautiful marine gardens are on a series of coral reefs some nine miles off the Island of Somerset, and are viewed from glass bottomed boats that are towed out daily from Hamilton by a small steamer.

Excellent Coral Highways

A causeway leads across the bay from Hamilton to the Island of Paget, and then the cyclist may travel over the most superb coral highways, across mile after mile of beautiful agricultural country, through Smith's, Cooper's, St. David, and Nonsuch Islands to the island and town of Somerset. Much of the distance is past hedges or roses, hyacinths, and oleanders that grow in such profusion as to be a nuisance.

At Somerset, if one is able to give a good account of himself, there is little difficulty in securing a pass to visit John Bull's great Bermudian navy yard. There are generally several dreadnoughts in the docks, and a floating drydock that is said to be the largest structure of the sort ever built. The town of Somerset appears to be a bit of the Old World in itself, and is quaint and interesting. The navy yard is, of course, its principal center of commerce.

Touring south from Somerset the roads are magnificent, the scenery picturesque beyond description and strongly reminiscent of Cornwall in England; but the cyclist will encounter some hills that will necessitate walking up, unless his mount is equipped with a two or three-speed gear. If he enjoys such a luxury, he may whistle "Johnnie Walker" or some other jaunty British air as he pedals slowly, but with little effort up the steepest of the hills.

A Wonderful Lighthouse

Arriving at the top of Great Hill, which is the southern extremity of the Island of Somerset, the mammoth new lighthouse is the principal point of interest. It is a great steel and concrete structure, in which one tests his prowess as a mountain climber as he circles up an apparently never-ending corkscrew stairway. Puffing and blowing like a porpoise, the top is eventually reached. Here if one is unfamiliar with lighthouses, the structure itself with its powerful lighting mechanism is intensely interesting, but even if lighthouse are as commonplace as A, B and C, th view from the guard rail would be handsome compensation for the effort of reaching it.

The Author Enjoying One of the Excellent Coral Highways

For fifty miles in every direction one' eye falls on the steel blue rim of th sky and ocean, while in the center, the entire group of islands cluster like a handful of berries in a great blue china bowl. The various islands, the harbors, inlets and towns are all spread out like a detailed map, and, indeed, it would be an easy matter to make up a touring itinerary simply from the view that is obtainable from the lighthouse.

From the lighthouse one may tour east through the Island of Paget over magnificent coral highways bordered by acres of Easter lilies, poincianas and mangrove trees. For ten miles practically every inch of the distance is downhill. One traverses a most delightful country until about midway across the Island of Paget a road leads off to the right, which, if followed for two miles through gently rolling country, will bring the cyclist out at Elbow Beach, which is reputed as one of the finest natural bathing places in the entire world. The water is of a delightful temperature all the year around, while one may wade out over a beach of fine coral sand for fully a quarter of a mile without getting into water more than waist deep.

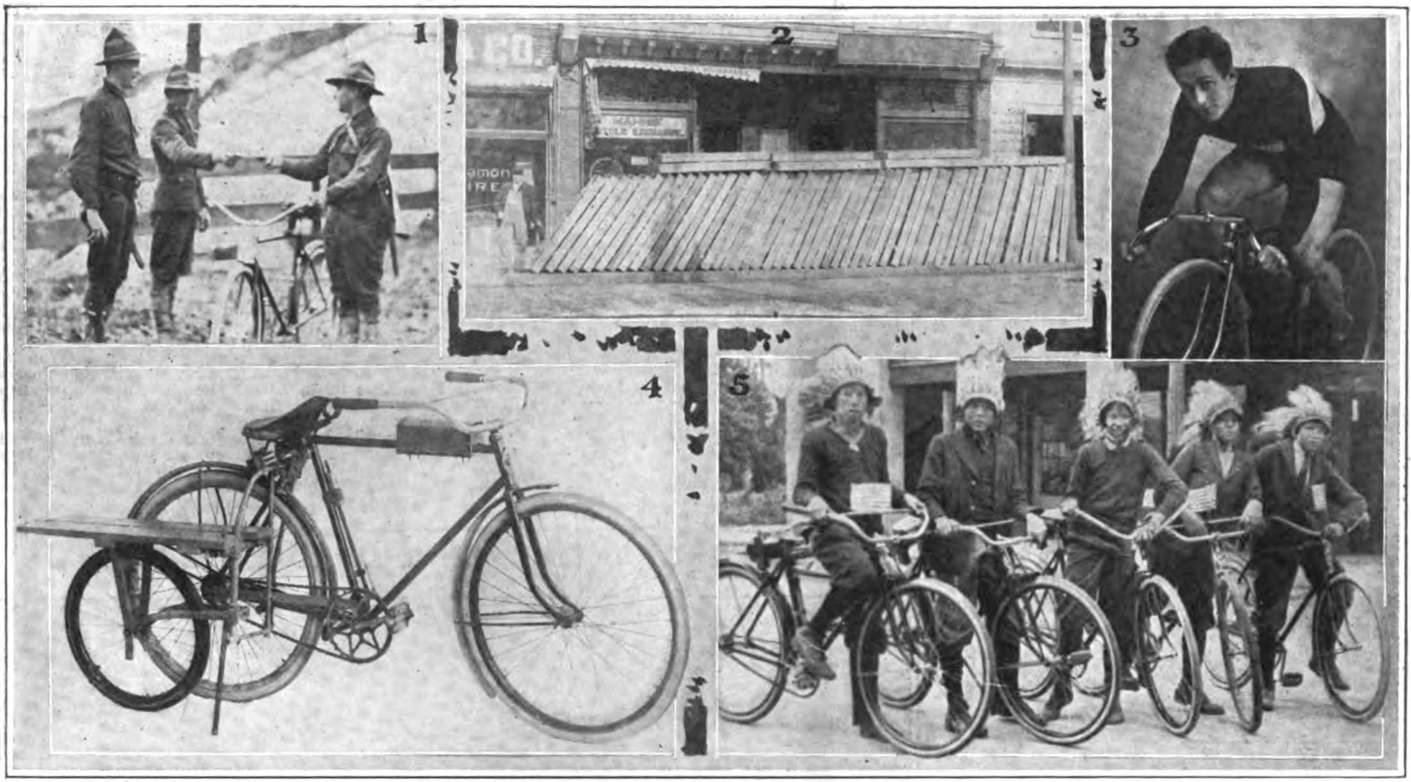
By consulting a globe it will be seen that a line could be drawn south from Elbow Beach through the Atlantic Ocean to the South Pole without touching a solitary point of land. The ocean having an uninterrupted sweep against the beach for more than half a hemisphere, as may be imagined, has combers that are high and vigorous enough to satisfy the most daring surf swimmer.

Beautiful Lake Bermudez

Returning to the main highway of Paget from the Elbow Beach road, a journey of two miles more toward the east and south brings the cyclist to Lake Bermudez, a beautiful inland lake, completely surrounded with tropical vegetation, and literally teeming with every form of aquatic bird life to be found about the shores of the Atlantic. The waters of the lake are brackish, and they rise and fall with the tide of the ocean. This fact, together

(Continued on page 32)

CYCLING ACTIVITIES FROM FIVE TIMELY ANGLES



1—Connecticut Guardsmen Using Westfield Bicycles. 2—Shipment of Reading-Standard Bicycles Received by W. Mahan, of Red Bank, N. J. 3—Herbert Wahl, a Rochester, N. Y., Speed Boy. 4—Bicycle Carrier Devised by Mathew Ritter, New York City. 5—Five "Indians" on Indians in Pomona, Cal., Bicycle Parade

VELODROME REFEREE MUSSES UP THINGS

Eddie Bedford, Through Ignorance of Rules and Incompetency, Makes a Sorry Muddle of the Referee's Job at Newark

EDDIE BEDFORD, who for a number of years has been the announcer at the Velodrome in Newark, N. J., was this year placed in the position of referee at the track. Bedford replaced Arthur Ross, who was the incumbent of the office for about five years.

Bedford's lack of knowledge of the rules of cycling has caused him to make some very rank and unreasonable decisions. He has fined riders for "looking around," fined others for teaming and disqualified others for the same offences. Where he draws the line, or why he draws the line and punishes contestants in different manners for the same offence and fails to act in other cases is the great mystery.

Referee Was at Sea

His prize "bloomer" was turned loose on a long-suffering public in the one-mile national championship race for the amateurs, which was staged at the Newark track on Wednesday night, June 27. To an ordinary mortal it seemed that Bedford was at sea or about a thousand miles off shore when that race was being run.

Champion Staehle, Fred Taylor, Gus Lang and Chris Dotterweich, all Newarkers, qualified for the final. Staehle and Taylor fell on the back stretch at about the half-way mark. Dotterweich and Lang went on and Dotterweich won with Lang trailing him home by 50 yards. Taylor remounted and finished about the same distance back of Lang. Staehle made no attempt to finish. After the race was finished Bedford disqualified Dotterweich for riding above the second black line.

The rules state that falls in championship races shall call for a rerunning of the race. Staehle protested that the race should not stand as finished, but Bedford was obdurate until he was acqauinted with the rule. Then he changed his mind and his decision and ordered the race restarted. Staehle won on the rerun with Taylor, Dotterweich and Lang trailing him home.

At the same meeting he disqualified Jake Magin, who finished second in the two-mile handicap, for teaming with Fred Hill, and Hill was fined $10 for his share in the deal. Magin protested, saying that he was not teaming with Hill, but with another rider. Bedford "got" the other rider in the last race of the day for "looking around," despite the fact that almost every rider in preceding races "looked around."

Early in the season he fined and disqualified Gordon Walker for "looking around." He was forced to reverse his decision in that case and remit the fine. He disqualified Arthur Spencer in the Grand Prize of Newark for "looking around" and fined other riders the same day for the same offence. Wednesday night, June 20, he disqualified the Spencer brothers in the first heat of a team match with Frank Kramer and Alfred Goullet for switching, and in the last heat when Goullet switched Art Spencer no action was taken. Other "bloomers" are on record.

Bedford has proven that he is incompetent to hold the office through his lack of knowledge of racing and his inconsistency in the matter of decisions. He has surely "gummed the cards" and made a sorry mess of things at the Velodrome.

CHAMPION CARMAN WINS

American Paced King Defeats Madonna, Wiley and Corry at Philadelphia

PHILADELPHIA, Pa., July 3.—Clarence Carman, the American paced champion, finished away in the lead in the 50-mile motor-paced race at the Point Breeze track, Thursday night, June 28. Carman was opposed by Vincent Madonna, of Providence; George Wiley, Syracuse, and Frank Corry, Australia, and they finished as named. The time for the race was 1 hour, 2 minutes and 19 seconds.

William Vandeberry won a five-mile motorcycle race against Steve Senhouse in 3:55 and in a three-cornered race at three miles he beat both Senhouse and Billy Armstrong in 2:16 4/5. Armstrong gave a two-mile exhibition in 1:27.

SELLERS ADD SPORTING GOODS

KANSAS CITY, Mo., June 30.—The Sellers Cycle Co., according to Maurice Sellers, the proprietor will annex a line of sporting goods as a sideline to the bicycle business. Mr. Sellers has a good location for the handling of the two lines, as his establishment is just across the road from The Parade, Kansas City's big public playground, on which bicycle races, track meets, tennis, swimming, baseball and all manner of sports are held.

ARTHUR SPENCER CLINCHES THE AMERICAN TITLE

[illegible] [illegible] Fourth Win in Series of Six Races — Beats Goullet in the Final — Former Champion Kramer Fined $[illegible] for "Not Trying" in Grand Semi-Final Against Goullet

[illegible]

HITTING UP SPEED IN MILWAUKEE RACE

[illegible]

[illegible] MEETING

[illegible]

PLAN CONGRESS OF CANADIAN DEALERS

Proposal Calls for Participation of Dealer Bodies from Nine Dominion Centers in Big September Conference at Toronto

TORONTO, Ont.—The suggestion has been made in Canadian bicycle trade circles that a general convention of bicycle dealers be held next September, either in Toronto or Montreal, for the purpose of organizing a National Retail Bicycle Dealers' Association. It is proposed that the assembly be held either during or after the Canadian National Exhibition at Toronto, where there will be a number of bicycle exhibits by manufacturers and jobbers of the Dominion.

In addition to organizing a national body for the protection and extension of the bicycle business, the congress would deal with many matters, such as details for the 1918 Bicycle Week, a campaign for Christmas sales and a discussion of prospects for the coming year. It is intended to use the local dealer associations in some nine different Canadian centers as the basis for the national organization.

If the convention is held in Montreal, the dealers would cruise to that city immediately after the closing of the Toronto exposition on one of the big boats which cover the route down the St. Lawrence River. Meetings can be held on board the vessel and be followed by gatherings and demonstrations on land.

Those who have already been consulted in the matter have become enthusiastic over the proposition. The Canadian Cycle Association, consisting of the manufacturers and jobbers in this country, is expected to take an active part in supporting and encouraging the convention. Due notice will be given of the dates, etc., so that Western retailers can make arrangements for their annual trips to the East at convention time.

LINART WINS BRASSARD

Belgian Defeats Wiley, Carmen and Madonna at the Revere Beach Track

REVERE, Mass., July 2.—Victor Linart, the Belgian, won the one hour motor-paced Brassard race at the Revere Beach track, Wednesday, June 27. Linart won from George Wiley, Syracuse; Vincent Madonna, the Providence Italian, and Clarence Carman, the champion, in the order named. In the hour Linart covered 41⅝ miles.

Lloyd Thomas, the San Francisco "pot hunter," copped the five-mile open for the professional sprinters in a pretty finish with George Bowker, the Inwood, L. I., sprinter. John Fardig, Orient Heights, was given the "miss-and-out" race after William Eager, of Newark, had been disqualified after finishing first. Summaries:

Half-mile handicap, amateur—Won by Leo Maggiloi, Orient Heights, 120 yards; second, William Cupit, Roxbury, 90 yards; third, Victor Greenquist, Revere, 115 yards; fourth, John Carruthers, Beachmont, 85 yards. Time, 56⅗ seconds.

Miss-and-out, amateur—Won by John Fardig, Orient Heights; second, Fred McKenzie, Revere; third, Louis Hiban, New York; fourth, Frank Logan, South Boston. Time, 3:26⅕. Distance, 1⅝ miles.

Quarter-mile handicap, professional—Won by George Bowker, Inwood, L. I., 55 yards; second, Pat Logan, South Boston, 45 yards; third, Hardy Jackson, Revere, 60 yards; fourth, Hugh McPartland, Boston, 40 yards. Time, 28⅘ seconds.

Five-mile open, professional—Won by Lloyd Thomas, San Francisco; second, George Bowker, Inwood, L. I.; third, Tim Sullivan, New Haven; fourth, Tommy Grimm, Newark. Time, 12:04⅕.

THE EMPIRE'S "100"

Brooklyn Club Will Stage 100-Mile Race at Sheepshead Bay Sunday Next

BROOKLYN, N. Y., July 3.—The Empire City Wheelmen will hold a 100-mile bicycle race on the Sheepshead Bay course, Sunday, July 8, the start being scheduled for 6 a. m. Among some of the "Vets" who will compete in the race will be Hugh R. Brown, of the old King's County Wheelmen; Archie Hansen, "Pop" Rhodes, Ray Terry and Oscar Johnson. John Becht and Paddy Kane are among the new riders that will start.

The club will offer gold medals of the club design for all riders doing the distance in six hours. Silver medals of club design will be presented to all finishing in 6½ hours and bronze medals for all who finish. Hugh R. Brown offers a gold medal of Empire design for first man to finish in 5 hours and 30 seconds. William Taylor will award a medal to the second man to finish in 5 hours and 30 seconds. Mr. Brown will also give gold medals to all riders beating five hours for the century.

PFISTER IS CHAMPION

Salt Laker Clinches Western Title at Beck's Track at Salt Lake City

SALT LAKE CITY, Utah, June 30.—Willie Pfister clinched his claim to the amateur championship of the West at Beck's track, Sunday, June 24. Pfister made his title sure by taking the two-mile event from Ray Walker, Gerald Thatcher and J. McDonald in the final of the titular event. Pfister has 18 points against 10 for Walker, 8 for E. Brodbeck, 7 for Clarence Samuelson and 5 for McDonald. One more race, is to be contested. Summaries:

Six-mile time trial by Albert Crebs. Time, 17 2/5 seconds.

One mile against time by William Pfister. 2:40.

One mile novice—Won by J. Solamon; W. Shephard, second. Time, 3:14.

Two-thirds-mile Brassard—Won by Fred Ball; second, J. McDonald. Time 2:00.

One mile handicap, amateur—Won by Sherman Falhenrath, 200 yards; second, Ray Walker, 40 yards; third, Fred Ball, 130 yards; fourth, J. McDonald, 100 yards. Time, 2:11.

NEW BRUNSWICK NOTES

Continued Activity Enables Dealers to Improve Their Places of Business

ST. JOHN, N. B.—A recent bicycle feature in St. John was the fine window display of Emerson & Fisher, who do a large wholesale and retail hardware trade. All the windows of the large store were given over to the bicycle for one week.

E. T. Langille, a hustling bicycle dealer of St. John, has greatly improved the appearance of his store by rebuilding his show window and rearranging his floor space. A platform was built in the window on which the Massey bicycle, which he handles, is attractively displayed.

Fredericton, N. B., has always been considered the real bicycle town of eastern Canada, but Woodstock, N. B., is beginning to make a big showing with wheels. Many bicycles have been sold in Woodstock during the past two years, and a visitor to the town is at once impressed with the great number of bicycles in use by all classes of people for both pleasure and business.

COLLINS COMES BACK

Former Paced Champion Again Racing —Corry Wins Revere Beach Feature

REVERE, Mass., July 3.—Elmer Collins, former paced champion, attempted a "come back" in the game at the Revere Beach track Saturday night last. Collins was pitted against Frank Corry and Tim Sullivan in a 25-mile race. Corry won with Sullivan in second place. The time was 36:00⅗. The summaries:

Quarter-mile Handicap, Amateur—Won by Mike Barber, Brighton, 75 yards; second, W. R. Greenquist, Everett, 75 yards; third, J. W. Carruthers, Beachmont, 50 yards. Time 28⅕.

Two-mile Open, Amateur—Won by William Eager, Newark; second, John Fardig, Orient Heights; third, Louis Hiban, New York City. Time 4:20⅕.

Five-mile Tandem-paced Race, Professional—Won by Pat Logan, South Boston; second, Tom Grimm, Newark. Time 9:58⅕.

Three-quarter-mile Handicap, Professional—Won by Tom Connolly, Everett, 100 yards; second, Hugh McPartland, Boston, 90 yards; third, Dennis Connolly, Everett, 120 yards. Time 1:27⅕.

Five-mile Open, Professional—Won by Lloyd Thomas, San Francisco; second, Tom Grimm, Newark; third, George Bowker, Inwood, L. I. Time 11:55⅗.

BEDELL IS THE STAR

PHILADELPHIA, Pa., July 3.—Menus Bedell, Newark, was the big star at the Point Breeze track Saturday night. Bedell won the 40-mile paced race against Fred Herbert, Fall River; Michael Debaets, Belgium, and George Cameron of New York, in that order. The time was 48:56. In a time trial Bedell rode five miles in 5:19, which bettered Ray Duer's time for the distance of 5:23⅕. Steve Senhouse won two motor races at three and five miles from Billy Armstrong and William Vandeberry, the latter finishing second in each race. The times were 2:18⅗ and 3:56, respectively.

LADIES RETURN TO CYCLING

KANSAS CITY, Mo., June 25.—Recently the motorists and pedestrians along Benton Boulevard had their attention attracted and held by a spectacle fit for sore eyes. The attraction was two young ladies riding bicycles along the boulevard. It was not the ladies' costumes that caused such a stir of excitement, but it was the fact that this is the first time in many years that young ladies past the 20-year old mark have been seen cycling upon the highways of this city. Most certainly the event points to the fact that bicycling is to have and is having a real revival here.

CYRELLE RICHARD PASSES ON

TORONTO, Ont.—Harry Richard, Toronto, for many years a member of the executive of the Canadian Wheelmen's Association, is mourning the death of his father, Cyrelle Richard, who has died in his sixty-fifth year from pneumonia.

KRAMER AND GOULLET REPEAT IN MATCH

American and Former Australian Take Team Match Against the Spencers—Referee Causes Fine Muss in Amateur Championship

NEWARK, N. J., July 3.—At the Velodrome, Wednesday night, June 27, the professional feature was a return, or "revenge" team match between Frank L. Kramer, the American champion, and Alfred Goullet, the former Australian, and Arthur and William Spencer, the Toronto sprinters. Due to a disqualification a week previous, when it seemed to many the Spencers were deprived of a win, the match was put on to give them a chance to try their luck. The Kramer-Goullet team, however, won the match in straight heats, Goullet finishing first on each trial.

The one-mile national championship for the amateurs, the fourth of the series of six races to decide the 1917 title, resulted in a sorry muss due principally to the ignorance of the rules on the part of the referee. Amateur Champion John L. Staehle, Fred Taylor, Gus Lang and Chris Dotterweich, all of this city, qualified for the final. At about the half-way mark Staehle and Taylor fell while trying to force each other in front. Dotterweich went on and won with Lang in second place, and Taylor, who had remounted, finished third. Staehle did not try to finish.

The announcer tried to inform the crowd that the referee had disqualified Dotterweich for riding above the black line, but the crowd would not listen to him. Later it was announced that in case of a fall in championship races the event will be rerun. Had the referee been competent such a farce as having the three riders finish and then try to disqualify one of them would not have occurred. Staehle won on the rerun from Taylor, Dotterweich and Lang, who finished in that order. The standing in the title series following that race is as follows: Staehle, 17 points; Taylor, 12; Dotterweich, 5; Lang, 5; Eager, 3; Hoffman, 3; Horan, 1.

The five-mile open for the professionals resulted in a win for Reggie McNamara. Alfred Goullet made a great ride but failed to win by a small margin. Charles Piercey won the half-mile handicap and Eddie Madden took the invitation. Summaries:

One-mile American championship, amateur—Won by John L. Staehle, Newark; second, Fred Taylor, Newark; third, Chris Dotterweich; fourth, Gus Lang, Newark. Time, 2:49⅕.

One-mile handicap, amateur—Won by Marcel Burger, San Francisco, 90 yards; second, Jerry Nunziata, New York City, 100 yards; third, George Chapman, Newark, 85 yards; fourth, Frank Small, New York City, 100 yards. Time, 1:58⅕.

Half-mile handicap, professional—Won by Charles Piercey, Australia, 30 yards; second, William Hanley, San Francisco, 25 yards; third, Tommy Smith, Newark, 40 yards; fourth, George Cameron, New York City, 40 yards. Time, 53⅕ seconds.

Two-mile invitation handicap, professional—Won by Eddie Madden, Newark, 30 yards; second, John Bedell, Newark, 80 yards; third, Charles Piercey, scratch; fourth, Al Halstead, Sacramento, 70 yards. Time, 3:56⅘.

One-mile team race, professional—Frank L. Kramer, East Orange, and Alfred Goullet, Newark, vs. Arthur and William Spencer, Toronto. Won by Kramer and Goullet in straight heats. Time, 3:29⅗ and 2:53⅕.

Five-mile open, professional—Won by Reggie McNamara, Australia; second, Alfred Goullet, Newark; third, William Spencer, Toronto; fourth, Alfred Grenda, Australia. Time, 9:55.

RECORD BREAKER IN THE EAST

NEWARK, N. J., July 3.—W. C. Thompson, of San Antonio, Texas, who has recently established and shattered unpaced standing start road records, has arrived in this city. Thompson stated that he did not contemplate entering the amateur races at the Velodrome at present, but might do so later. The record-breaking Texan plans to go to Springfield and Westfield, Mass., to visit the Hendee and Westfield Mfg. Co. plants. Thompson in his record feats, was mounted on a Super-Monarch made by the Westfield Mfg. Co., which was fitted with Pye-Musselman tires.

MORE ROOM FOR BICYCLES

KANSAS CITY, Mo., June 30.—Z. Godin, manager of the bicycle department of the Schmelzer Arms Company, reports that he is busy preparing to move the retail sales department from the fifth floor of the main building to the first floor of the new annex recently erected. The move will give the department the additional floor space that it needs and also the advantage of the street entrance.

BICYCLING IN BERMUDA

(Continued from page 28)

with a study of the fishes of the lake, has led geologists to believe that the lake is connected with the sea by subterranean passages. Although the natives have seined in the lake for generations, there seems to be no diminution of the fishes.

The cyclist leaves the Island of Paget over several miles of small islands bridged over by causeways, and after visiting the great British military barracks on the Island of Bermuda, comes to the caves, a great series of natural caverns, some of which have never been fully explored.

The Crystal Cavern, the largest of the caves, is entered by a stairway that descends apparently into the very bowels of the earth. The stairway terminates at the head of a ladder, down which the visitor goes for a hundred feet more. Another stairway is reached, the bottom of which rests on a boat landing on the shore of a great subterranean lake, that is entirely roofed over with a maze of stalactites. In an electrically lighted rowboat the guide steers his course as the occupants duck their heads to dodge an occasional low-hanging stalactite.

An Impressive Spectacle

The waters are as clear as crystal, and by diverting the light downward the bottom can be seen anywhere from twenty to a hundred feet below, with its forest of stalagmites projecting upward. The stalagmites prove that there was no water in the caverns when they were formed. Great fishes dart in and out through the crystal forest and quarrel with each other over bits of meat and other food that the guide tosses out to them. Like Lake Bermudez the underground lakes are also apparently connected with the sea; a fact indicated both by the fishes, and the rise and fall of the water with the surface of the sea, according to the tides.

Coming out of the caves, the cyclist finds that he is like an owl that has come out of a hollow tree in the daytime. But his eyes soon become accustomed to the change in light, and continuing the journey the highway leads across the Island of Bermudez to the shores of Harrington Sound.

Sightseeing at Harrington Sound

The sound is a great landlocked body of water, the surface of which is always several feet higher than the surface of the ocean except at high tide. This is due to the fact that there is but one entrance to the sound which is large enough only for the passage of row boats or small sloops. At high tide the sound fills to the level of the ocean, but low tide comes on more rapidly than the sound can be emptied through the tiny inlet. As a result the water is being discharged from the sound at all times except at high tide, but the low tide level of the sea is never reached by the waters of the sound.

Crossing the great causeway several miles through the open ocean the cyclist pedals from Harrington Sound to the Island of St. Georges, where after a delightful spin through fertile plantations of bananas, potatoes, onions, and Easter lilies, the city of St. Georges is reached. St. Georges is principally a seaport.

If the cyclist cares to visit one of the most interesting and unusual prisons in the whole world, he has only to pedal a mile and a half from St. Georges across the bridge to the Island of Boaz, where the Bermuda penitentiary is located. The prisoners are kept at work breaking coral rock for the construction and repair of the highways. Each man is allotted a certain number of bushels each day, according to his physical ability. There is but one guard in the prison and he is entirely unarmed. A stone fence that could be easily climbed is the only barrier used for keeping the prisoners from escaping.

The institution has much less the appearance of a prison than the average military camp. It is said that due to the almost utter impossibility of one's getting off the islands without the knowledge of the authorities, escaping from the prison would be of almost no advantage.

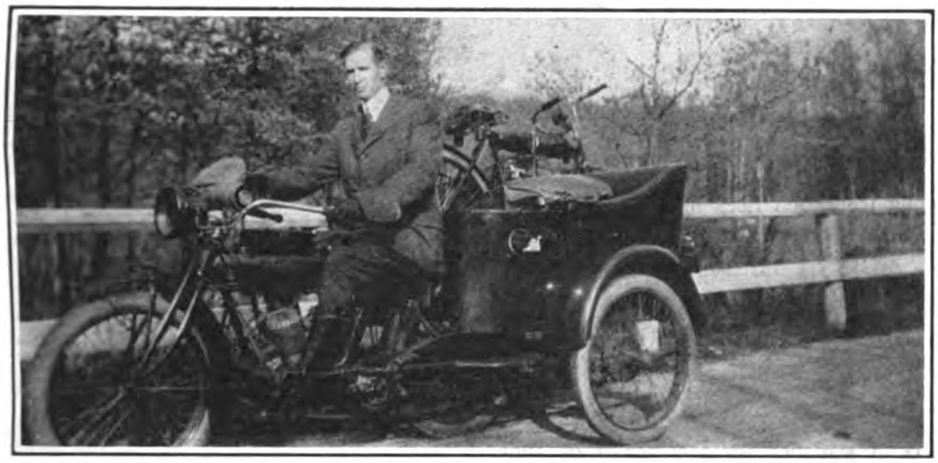
A Leisurely Tour Is Best

From the Island of Boaz the cyclist would probably return to Hamilton over the Harrington Sound causeway and across Great Bermuda Island. It is a journey of but twelve miles over fine roads and gentle rolling country. Of course, it is possible for one to cycle over the entire road system of Bermuda in only a few days, but the wheelman who takes his time, spending several weeks in the islands, stopping at the little inns and hotels along the roads, and visiting all the many points of interest along the route, will get the most out of it.

THE DEALER'S REALM

This Department Is Set Aside for Comments and Suggestions As Well As Actual News of the Retail Field,—for Anything That Will Help or Interest Dealers

HOW KIDD CARRIES HIS DEMONSTRATOR



W. E. Kidd Is the Special Cyclemotor Salesman for Baker, Murray & Imbrie, New York; He Carries His Machine Around with an Indian-Cygnet Outfit

BERCKHEMER'S RUN

Oliver Will Stage Annual Program August 12; Big Turn-Out Expected

NEW YORK, June 25.—Bronx motorcyclists are looking forward to a big time on Sunday, August 12, when Oliver Berckhemer will stage his annual social run. Last year the genial Oliver took 160 riders out for the event, and he looks forward confidently to having a still bigger party this year.

The August 12th program covers a secret time run of approximately 150 miles over good roads. An entry fee will be charged, which will entitle each rider to a big dinner and to participation in several other interesting features. In case of rain the run will be held the following Sunday. Full details can be obtained by communicating with Oliver Berckhemer, at 959 Brook Ave., Bronx, N. Y.

LIBERTY BOND AS PAYMENT

DENVER, Colo., June 22.—Floyd Clymer, Excelsior dealer at Greeley, Colo., is offering to take Liberty Bonds as first payment on motorcycles. For a $50 bond he states he will allow $51.25, and on a $100 bond he will allow $102.50. Clymer is doing some tall hustling these days and is getting results in the way of a nice business.

EXPECT MORE ACTIVE BUSINESS

LOUISVILLE, Ky., June 28.—The announcement that the Government has decided to locate the Kentucky-Indiana mobilization camp at Louisville is welcomed by motorcycle dealers in this city and vicinity. It is assumed that the Government will spend about $1,500,000 monthly for supplies and salaries, and Louisville cycle dealers feel sure that some of this money will find its way to their cash registers. Even though the soldiers will have no occasion to purchase motorcycles on their own account, the heavy expenditure by the Government in Louisville and vicinity is expected to stimulate the general prosperity of the district to a point where all classes of workers will be better fitted to become cyclists.

KLINE BROS. STILL SMILING

LOUISVILLE, Ky., June 28.—Kline Bros., local Harley-Davidson dealers, report that they have sold 22 Harley-Davidsons so far this season, a showing which is considered satisfactory in view of the somewhat uncertain business situation. "We find that the tone of business throughout this entire district is improving daily," said Mr. Kline a few days ago, "and there is every reason for believing that the motorcycle will make more rapid strides during the next four or five months than ever before. Continued bad weather has had a great deal to do with holding back business in Louisville and vicinity."

RAOUL'S NEW QUARTERS

NEW YORK, June 20.—H. Raoul has resigned the presidency of the Audubon Motorcycle Corporation, dealers in Indian and Cleveland motorcycles, and has opened his own agency at 1050 St. Nicholas avenue, this city, where he will carry Indian motorcycles and bicycles exclusively.

The new quarters are now being decorated and, when finished, will be one of the largest and finest Indian agencies in New York. They embrace two large stores in a fireproof building on the southeast corner of Sixty-third street and St. Nicholas avenue, and face on both those streets. In addition, the basements will be converted into club and locker rooms, and now are being equipped with shower baths and every modern convenience. Seven mammoth windows afford unusual display and there is floor space for storing 125 machines.

A complete workshop has been installed and as a special service feature a battery charging station has been equipped. There will be no delay in changing batteries as a recharged or new battery will be supplemented for a nominal fee for the discarded battery.

A full line of Indian parts, Pennsylvania vacuum cup and Firestone motorcycle and bicycle tires and tubes has been ordered.

KUNCE DROPS IN ON DENVER

DENVER, Colo., June 28.—Frank Kunce, Harley-Davidson agent at Loveland, Colo., was a recent business visitor in this city. He reports the Harley-Davidson outlook in his territory very bright.

DEWEY TAKES ON DAYTON

OMAHA, Neb., June 28.—W. E. Dewey, Excelsior dealer, has just taken on the agency for the Dayton Motor Bicycle. Mr. Dewey feels that the Dayton lightweight will meet the demands of a big field of riders who do not require standard twin machines.

"BEST SEASON," SAYS BELL

KANSAS CITY, Mo., June 30.—W. Bell, local agent for the Pope and Cleveland motorcycles and a number of bicycle lines, declares that the present season is the most successful he has ever had.

READINGS FOR WESTERN SUPPLIES

DENVER, Colo., June 30.—The Western Supplies Company, 1448-52 Larimer street, this city, Thor and Reading Standard distributors, received a shipment of the latter machines last week. Max Hayutin, a member of the firm, states that business is good right now and that a good demand for both new and used motorcycles is being experienced.

USING FLYER FOR DELIVERY WORK

EL PASO, Tex., July 2.—H. E. Seright, who handles the Smith Motor Wheel, as well as the Smith Flyer, for the El Paso territory, is boosting the later vehicle along commercial lines. Seright rigged up a Smith Flyer, fitting a neat galvanized iron box large enough to hold a dozen good-sized grocery packages. To link his campaign with the national economy movement he painted on it the words "Prepare" and "Economize" in big white letters, while on the front of the box he advertises his business. The little vehicle is attracting quite some interest from El Paso merchants and business resulting from it is increasing daily.

TAKES INDIAN IN MATOAKA

MATOAKA, W. Va.—The Matoaka Hardware Co. has taken the agency for the Indian motorcycle in this territory.

F. A. M. BULLETINS

Have You a News Item or a Suggestion Concerning the National Body? If So, This Page Is the Place For It. Send It In Now. All Contributions Are Welcome

DAVIS TAKES MEMBERSHIP PRIZE

WESTBORO, Mass., July 2.—Secretary G. B. Gibson, of the F. A. M., announces that H. G. Ramsey, of Uxbridge, Mass., and George Newhauser, of Reading, Pa., each sent in five membership applications for the week ending June 23, thus making a tie. Under the circumstances, it was decided that no membership prizes would be awarded for that week. The membership winner for the week ending June 30 is E. W. Davis, of Worcester, Mass. Davis sent in 24 new applications and renewals.

MOUNTZ REPORTS F. A. M. INTEREST

WILMINGTON, Del., July 2.—J. A. Mountz, 837 Tatnall St., reports that interest in the F. A. M. is on the increase throughout his district and that inquiries concerning membership are coming in daily. He reports that a number of lady riders have expressed a desire to join the national federation, and is somewhat puzzled as to how to deal with this phase of the situation. Mountz has sent to Secretary Gibson for a full supply of F. A. M. literature, and states that he expects to keep things moving rapidly along federation lines from now on.

F. A. M. ENTHUSIASM GROWING

WESTBORO, Mass., July 2.—The fiscal year for the F. A. M. closed June 30. Records of the secretary's office indicate that there has been a marked progressive movement along federation lines for some time past. The work of the year was started under some disadvantages, but there has been a pronounced tendency throughout the country of late to make up for lost time, and give the national body the standing it deserves in American motorcycledom.

F. A. M. FIGURES FOR JUNE

WESTBORO, Mass., July 2.—F. A. M. membership statistics for the month of June show that 98 affiliated and 65 unaffiliated riders were taken in, there being 226 renewals. New York State heads the list for affiliated riders, with 24, Massachusetts and New York are tied under the unaffiliated head with nine new members each.

ANOTHER MACHINE STOLEN

WESTBORO, Mass., July 2.—Secreta G. B. Gibson has just received a noti from Joseph Parmentier, 415 Moody Stree Lowell, Mass., that his Harley-Davidso motorcycle, model 17-J, motor No. L-17-1 3341, has been stolen by Walter Soppell, native of Poland. F. A. M. dealers an riders are requested to keep a sharp look out for the missing machine.

WARD PROMOTED IN U. S. SERVIC

INDIANAPOLIS, Ind., June 29.—Josep Ward, who has been branch manager her for the United States Tire Co., has bee appointed district manager of this district. Indianapolis will be his headquarters

WEED STARTS NEW SALES PLAN

BRIDGEPORT, Conn., June 30.—The new selling plan, which was forecast in a previous issue of MOTORCYCLE AND BICYCLE ILLUSTRATED, by which the American Chain Co., maker of Weed chains, will cease to restrict retail prices, and figuratively throw its doors open to everybody, went into effect this week. The Weed anti-skid chains will be sold by the manufacturer to jobbers only, the retail trade to be supplied through the jobbing channels at prices which competition will determine.

LARGER QUARTERS FOR J-M

PITTSBURGH, Pa., June 18.—The local branch of the H. W. Johns-Manville Co. has removed to new and larger quarters in the Westinghouse building. The showroom facilities are greatly improved.

TRADE MARK VALVOLINE MOTORCYCLE OIL

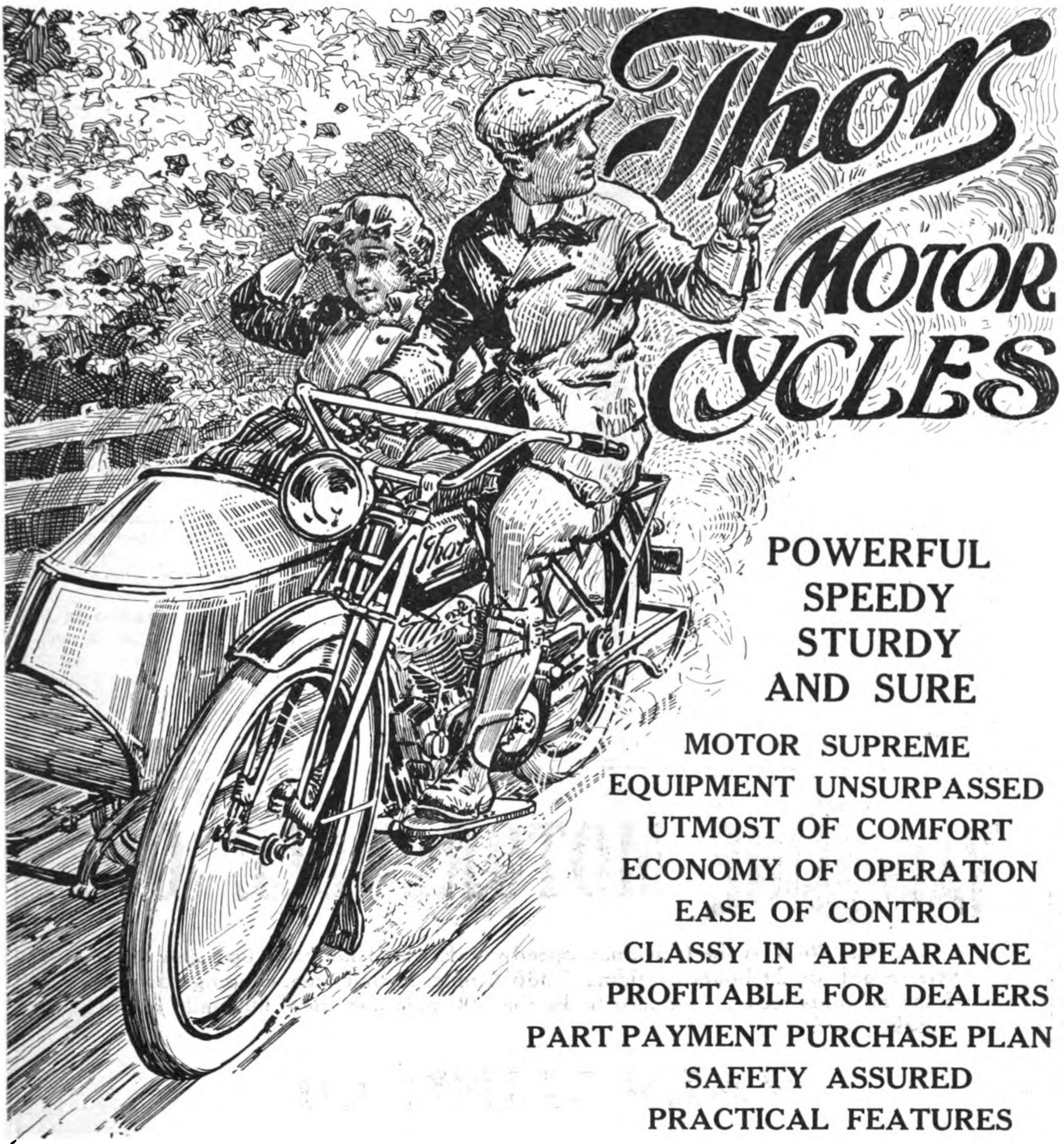
On June 26-27 at the Cincinnati Speedway, Erwin Baker hung up a new motorcycle record for 24 hours by riding 1,386¼ miles in that time, clipping 233 miles off the previous record. He also broke the 500 mile and the 1,000 mile records. Baker used

VALVOLINE OIL

in his long, hard grind. This veteran rider of road and track fully realized that he had to have the smoothest working oil procurable. Therefore, he chose Valvoline and the remarkable record that he established has fully shown the wisdom of selection. Valvoline Oil is refined to the highest degree of perfection and will give unsurpassed satisfaction whether you are after a thousand mile record or just out for a pleasant spin.

Benefit by Baker's performance and select Valvoline for the cycle you sell or ride and write for literature.

VALVOLINE OIL COMPANY
11 BROADWAY NEW YORK, N. Y.



POWERFUL
SPEEDY
STURDY
AND SURE

MOTOR SUPREME
EQUIPMENT UNSURPASSED
UTMOST OF COMFORT
ECONOMY OF OPERATION
EASE OF CONTROL
CLASSY IN APPEARANCE
PROFITABLE FOR DEALERS
PART PAYMENT PURCHASE PLAN
SAFETY ASSURED
PRACTICAL FEATURES

DEALERS AND RIDERS GET IN TOUCH WITH US
SEND FOR OUR BOOKLET AND THOR SALES PLAN
IT WILL PAY YOU

AURORA AUTOMATIC MACHINERY CO.

Oldest Motorcycle Manufacturers in the World

General Offices:
Thor Bldg., 1307 Michigan Ave., Chicago

Sales Offices and Works:
361 W. Superior St., Chicago

***Pacific Coast Branch:* 61 Fremont Street, San Francisco**

THE MANLESS TOUR AT LAST!

(Continued from page 9)

to Saratoga for lunch in one of those large but almost deserted hotels which recall the former popularity of the place. North of Saratoga the road was good, but they were not tempted to linger until Glens Falls had been left behind, when they slowed down to enjoy the beauties of the road which led over green hills and through sweet-smelling pine woods until suddenly they saw below them and in the distance Lake George in all its silvery beauty, nestled close between two green mountain sides.

The engines were stopped and for some time they sat enjoying the wonderful view. Boats, looking in the distance like small, white insects, were floating on the water, while along the green shores could be seen occasional houses, with here and there a glimpse of a road winding under the trees. But the sun was sinking, and a camp had to be found for the night, so down the road they sped, turning west in the village of Lake George and climbing a long steep hill which seemed to trouble some of the cars they passed, but did not daunt the sturdy Indians. Just beyond the crest of the hill was a road of the country variety—stony, narrow and full of ruts—which looked promising. Along this they picked their way easily for a few hundred yards when watchful eyes spied a green, level place beside a peaceful brook, making an ideal place for a camp. In a few minutes the tent was up and supper cooking, while two wide-eyed boys appeared from nowhere in particular and stood watching three girls who were able to motorcycle and camp without masculine assistance.

The night was cool and refreshing, as nights always are in such surroundings, and morning found them eager for a closer view of the lake. Accordingly, tent and baggage were left behind and yesterday's path retraced as far as the village, where they swung into the road which goes along the west shore of the lake. Quick time was made to Bolton's Landing, a distance of about ten miles, where the motorcycles were taken on one of the steamers which ply the waters of the lake.

Splendid View from Steamer

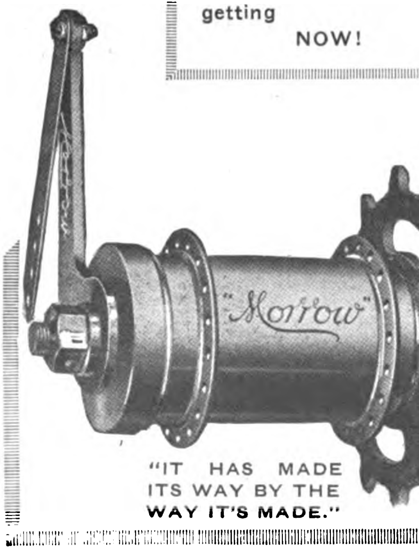
From the upper deck of the boat there was a splendid view of the Narrows of Lake George where the mountains on either side shut in the lake between almost precipitous walls, between which the waters are dotted with literally hundreds of islands, many of which show by a glimpse of white duck on the shore or by a wisp of smoke above the tree tops that other campers are familiar with the charms of Lake George.

Beynd the Narrows the lake widens, and soon the steamer stopped at Sabbath Day Point, a historic place, where dinner was just being proclaimed at the quaint little hotel with the aid of a huge, old-fashioned dinner bell. The invitation was irresistible. North of Sabbath Day Point the road was followed along the lake shore, growi wilder and more beautiful as each quickl passing mile took them into more thin settled country, until the settlement arou Fort Ticonderoga at the north end of t lake was reached. The arrival was we timed, for the afternoon boat was abo to start for the other end of the lake. quick dash, and the motorcycles were o board, and once more resort was ha to the upper deck for observation as th boat steamed majestically down the lak stopping here and there at small settlements on either side until the boat wa docked at Lake George village abou dusk. The camp was found intact, an another night was passed beside the brook

Thoughts of home were uppermost i all minds as the sun roused them the nex morning, so after a hasty breakfast the ten and baggage were hastily packed and the set out for home, husbands, housekeeping and the other annoyances which are dear to the feminine mind. Through Luzerne and Corinth to Glens Falls they sped. Then back the same day through Albany and Pittsfield to Springfield where they arrived happy and rather triumphant at the success of their first manless tour.

THE WINSTON-SALEM OUTING

WINSTON-SALEM, N. C., Fourteen riders of this city, under direction of Tour Manager James R. Bolling, participated in a Gypsy Tour through High Point, Greensboro, Guilford College, Kernersville, and back to Winston-Salem. The boys had a fine trip; there was not a single accident and all hands are looking forward to repeating the outing next year.



DEALERS

don't hesitate longer! Through its undeniable merit the Morrow Coaster Brake has earned the right to be called America's Fastest Selling Brake. It does all we claim for it and more. Get in touch with us at once and get in on the magnificent profits our agents are getting NOW!

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE."

MORROW COASTER BRAKE

Enlist TODAY in the vast army of satisfied users of the Morrow Coaster Brake.

Join the throng of riders who depend upon the Morrow for safety, comfort and speed.

Be one of the multitude of cyclists who see their friends look admiringly at the classy appearance of the business-like Morrow.

"Fall in line" with the hordes of prospects who are insisting on the Morrow as part equipment of the bike they are about to buy.

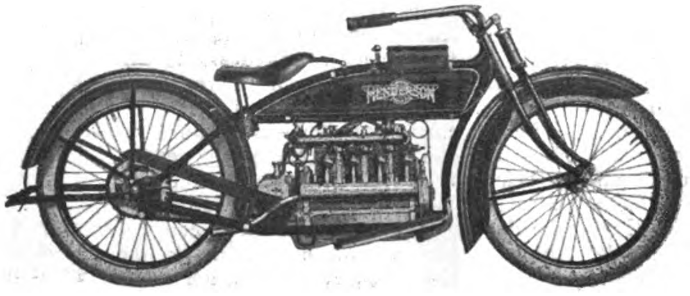
YOU CAN'T GO WRONG
WITH A MORROW

The Morrow has a larger braking service than any other brake made. The expanding sleeve, large hub shell and bronze outer lining are other exclusive features.

Write for our literature

ECLIPSE MACHINE CO., Inc.
ELMIRA, N. Y.
Licensed Coaster Brake Manufacturers

Transcontinental Significance



LOS ANGELES to New York City in 7 days, 16¼ hours, on a stock Henderson motorcycle.

A road test which compressed into a single week more hardships, more trials and more racking strain than most machines receive in a year of normal riding

3300 miles of mountain and desert and Missouri mud and rutted trails, at continuous high speed.

And not a moment's motor trouble, not a single weakness, not an instant's delay by any mechanical difficulty from ocean to ocean.

Both machine and rider in perfect condition at the finish and ready for more.

It's natural for a machine with such built-in stamina and high efficiency to give wonderful satisfaction in practical, everyday service.

HENDERSON

HENDERSON MOTORCYCLE CO., Detroit

WITH 'FRISCO TWO-WHEELER FOLK

Business Brisk; Gilroy Climb Full-Fledged Success; Big Basin Tour Draws Representative Crowd; Other News

SAN FRANCISCO, June 25.—Business is brisk. Dealers in all makes report a number of sales of machines to the Government, and the general sales are good. Not so many sidecars have been sold this last week as the records show for the first weeks in June, but the dealers claim they have no cause for complaint as the other lines are more than holding their own.

The Gilroy hill climb, which came off June 24, was a success in every way. The climb was staged by the Gilroy Motor Club and was held on private property, the only entrance being through one gate. An admission of twenty-five cents was charged, the proceeds going towards the cash prize of the professionals. The San Francisco Motorcycle members left the club rooms about 8 a. m. Sunday morning, for Oakland, where they were met by a party of the Oakland Motorcycle Club. The run was about 170 miles over good roads through Redwood City, Santa Clara and San Jose, coming back the same way. Too much praise cannot be given Director Geo. Mein and Lieutenants Chas. Payson and W. Moore for keeping the party together. There were about 30 machines and 40 people in the party. The stock event was won by Paul Johnston on a Harley-Davidson with "Dud" Perkins and "Shrimp" Burns splitting for first and second for the professional event.

The tour to the Big Basin on June 24 covered 191 3/10 miles. The route led down the coast line to Santa Cruz into the Big Trees and out onto the Big Basin, coming back by way of Saratoga. The tour was not so well attended as the Gilroy Hill climb, but all who were in the party had a royal good time.

Motorcyclists are looking forward to July 8 as the biggest event of the season, it being the hill climb staged by the San Francisco Motor Cycle Club, to be held on the Bay shore near South City. There are to be two events, one strictly stock, the other free for all. For the first, the riders must own their own machine which must be three speeds; for the free-for-all event, any kind of motor or gearing with three-speed frame and transmission is permitted. Traction devices other than chain are to be barred, the traction not to extend over one-half inch above the tire tread. The hill is approximately 800 feet long, the grades ranging as high as 60 per cent. The committee in charge is Chas. Meyer, chairman; E. D. Stevens, M. C. Tracy, C. Jacka, A. Florstein, Dud Perkins, D. Cromie, A. Meyer, E. Roseberry, C. Beguhl, E. Loudenclos, W. Moore, E. Moore, W. Scott, C. Payson, C. E. Oberg, P. Caselli and "Doc" Young. Some of those expected to compete in the climb are E. Roylance, A. E. Oberg, W. Brennan, A. Glorstein, "Dud" Perkins and Homer Lauderclos from San Francisco; "Shrimp" Burns from Oakland and Al. Zetele, Bob Frit Ed. House and Ben Torres from Sa Jose.

SAN FRANCISCO CLUB ELECTION

SAN FRANCISCO, Cal.—At the election o the San Francisco Motorcycle Club, hel June 21, the following officers wer elected: Director, Geo. Mein; lieutenants Chas. Payson, M. Moore and Dr. M. C Tracy. E. D. Stevens has resigned fron his office as lieutenant because of militar duty. Mr. Stevens goes to Mare Island in the Naval Radio Department.

DENVER REGULATES CAMPERS

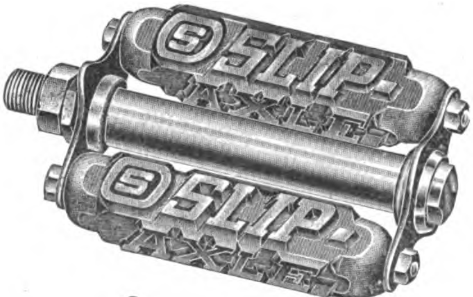
DENVER, Colo., June 28.—Each summer a great number of motorcycle tourists from all parts of the country stop in Denver and many of them are in the habit of camping at the City Park camping grounds. This year no motorists will be allowed to stop at those grounds longer than one week, since the grounds have become so popular everyone must be given a chance to camp there that wants to.

ECKHARDT WINS IN AUSTRALIA

NEW YORK, July 2.—Word comes from far-off Australia that B. Eckhardt walked off with the major honors of the Easter Day meet which was held at Mort Lake under the auspices of the Australian motorcycling clubs. Eckhardt took the 200-mile solo event out of a field of 17 starters, covering the distance in three hours, 49 minutes and 29 seconds, an average of 53 miles per hour.

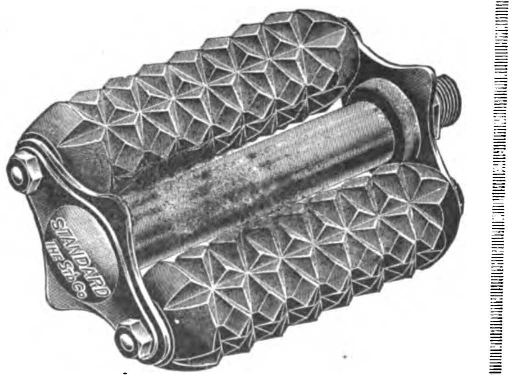
SAFETY ASSURED

'Safety' today, is a bigger word than 'Conquest' or 'Victory.' Safety gets first consideration whether it's a national matter or whether it concerns only the individual. That's why Standard Pedals are so popular among the riders. It assures them safety and certainty and guarantees them freedom from pedal trouble. The Diamond E Spokes and Nipples manufactured by us contain the same standard qualities as the Standard Pedals.



ⓢSLIP AXLE PEDAL

SEND FOR OUR LITERATURE



STANDARD No. 3 MOTOR CYCLE PEDAL

DEALERS benefit greatly by equipping the machines they sell with our products.

THE STANDARD COMPANY
TORRINGTON, CONN.

RIDERS now insist on Standard Pedals as they have come to realize their superior qualities.

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

How Remy Helps Sell Harley-Davidson

Harley-Davidson's use of Remy Lighting and Ignition is advantageous to every Harley-Davidson dealer.

People want greater convenience with their motorcycles. They are following in the footsteps of motor car buyers.

In Remy equipment, Harley-Davidson gives them greater conveniences.

Therefore Remy is a sales help.

Most buyers would rather have steady, brilliant, reliable light at the touch of a switch, than out-of-date gas lighting.

They would rather have a loud, clear warning signal, which operates at the touch of a button.

They would rather have a fat, hot spark for starting.

So Harley-Davidson gives them their preference by giving them Remy Lighting and Ignition.

You will have customers, of course, whose first idea is to have gas lamps, a hand horn, and so on.

But such, we believe, are the exceptions which prove the rule.

And even these, in most cases, will buy the Remy-equipped machines if they are told of the Remy advantages.

Remy will help sell Harley-Davidson's if you will let it help sell them.

It has done so, and it is doing so.

Remember that every Remy-equipped machine helps sell another, and get behind Harley-Davidson and Remy.

CONSTANT REMY SERVICE

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Remy Electric Company
Sales and Engineering Offices
Detroit, Mich.

Factories and General Offices
Anderson, Indiana

SPORT AND TRADE IN SEATTLE

Plans Mapped for Annual Endurance Over Old Course; Lemon a Visitor; Indian Dealers Plan Joint Outing

SEATTLE, June 28.—Riders and dealers held a meeting at the Hirsch Cycle Co.'s store Tuesday night and worked out plans for the second annual mid-summer endurance run. The proposed run to Spokane and return was called off and the Seattle-Golden Dale-Portland route substituted. This course was used last year and proved to be a sticker as no perfect scores were made; machines were days getting back and riders crawled under sagebrush for shade while machines lay in the dust of Satus Hill with oil and gas running out. It is 600 miles of exceptionally rough going, and is two full days' work. A few minor changes are to be made in the rules.

Arthur O. Lemon, of the Henderson Engineering Department, made a two-day stop in Seattle last week. He is on a combined tour of business and pleasure and reports satisfied Henderson riders and dealers throughout the country.

Walter Steinhart with his Powerplus claims the honor of being the first motorcyclist to reach the summit of Snoqualmie Pass. He rode several miles over a roadway dug through deep snow. He passed a man leading a horse who seemed to be making very poor progress. Other vehicles seemed to be absent for easily guessed reasons.

Officer Howard, of Tacoma, arrived in Seattle on his Henderson with several warrants for Gypsy Tourists who were hurrying a wee bit too much in an effort to return home. Several riders played a lucky hunch and reached Tacoma and paid fines before the officer could locate them.

Ellis Brothers have sold several Thors this month and nearly 50 bicycles. They are pushing the Columbia and Crescent and report the machines sell themselves.

Mercer, Indian agent, in January aspired to sell 75 new machines. After looking over his sales for June he shoved the mark up to one hundred and expects to make it easily. A joint picnic held by Ray Day of Tacoma and Mercer of Seattle to Indian riders is to be held at American Lake next Sunday. The program includes sports of various kinds, swimming, sparkplug changing contest, etc. At least 100 riders are expected to attend the first annual Indian picnic.

INDIAN GIRL A RED CROSS NURSE

SPRINGFIELD, Mass.—Miss Jean I. McDowell, daughter of John McDowell, the New England representative of the Hendee Manufacturing Company, has volunteered for duty overseas with the Harvard Surgical Unit, as V. A. D. nurse. Her offer has been accepted and she has received orders to report for departure the latter part of next week. About 20 young women volunteered their services and Miss McDowell was second of the six who were accepted. Miss McDowell was born and educated in Needham, Mass. Since her graduation from high school she has been connected with a firm in Boston.

GYPSY TOUR TROPHIES

M. and A. T. A. Will Give Suitable Awards to Tour Promoters

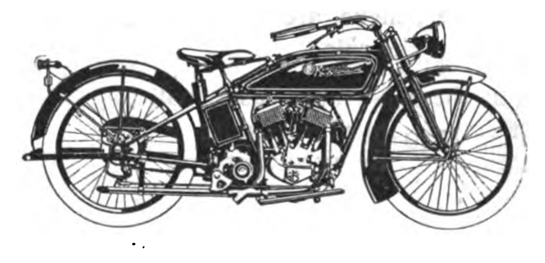
NEW YORK, July 2.—An angle of the Gypsy Tour aftermath which has so far received little or no attention concerns the awarding of special trophies to the various tour managers whose industry contributed so largely to the national programs. The Motorcycle and Allied Trades Association has decided to award to each tour manager a sterling silver medal, identical with the Gypsy Tour medal on the face and carrying on the reverse side the following inscription: "Awarded in appreciation of special service in the National Tour of the Federation of American Motorcyclists."

The medal for the managers is a highly attractive piece of work and will undoubtedly do much to stimulate the enthusiasm of these hustlers in connection with next year's project, for which plans are already being roughly outlined.

FIRESTONE FOLK ENTERTAINED

SAN FRANCISCO, Cal.—The Jas. S. Remick Company of Sacramento and Stockton, agents for the Firestone Tire & Rubber Co., in these cities, were hosts to the San Francisco employes of the Firestone Tire & Rubber Co. at Lockford, Cal., a few days ago. A most enjoyable day was spent in the woods, and a large number of the party found much enjoyment on the great oak-shaded dance floor. A one-mile race track was the scene of many motor races and the day was voted by all present a gigantic success.

READING-STANDARD



DEALERS

If you are seeking a motorcycle that possesses all the qualities required to make quick, easy sales and satisfied customers, you should investigate the claim of the Reading-Standard. We invite correspondence with established dealers who are desirous of becoming our agents in their districts. Write us today and let us submit our interesting dealers' proposition. Our newly acquired equipment enables us to supply our dealers in quantity and quality and without delay.

Riders who cannot get information about the R-S Motor Cycle from their dealers should write to us direct for our booklet.

Reading Standard Company

501 WATER ST. READING, PA.

WICO
BEHIND THESE MOTORCYCLES

The Indian and the Pope stands the certainty and satisfaction of Wico batteries.
More than 60,000 Wico batteries in motorcycle service. Questions gladly answered.

Witherbee Igniter Co.
Springfield, Mass., U. S. A.

Racing Enthusiasm Creates Columbia Sales

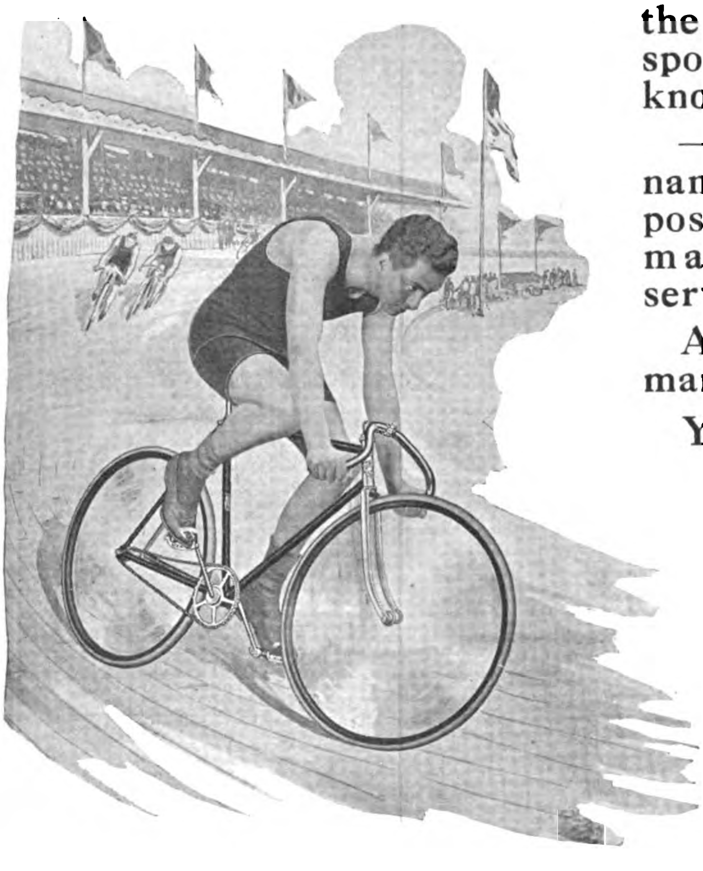
HERE we are, right in the midst of the biggest racing season the country has seen in years.

Enthusiasm runs high. Every meet has a long list of entries and a crowded grandstand.

Veterans of the track, and youngsters, too, are studying and buying and riding American-made racing bicycles.

They are calling for many hundreds of the Columbia Racer.

—because it is the lightest racer made. It weighs only 19 lbs., 8 oz. with board track equipment.



—because it is wonderfully strong. It is made of nickel steel tubing, the same as used in the good old Columbia of twenty years ago. It has all the superiorities of frame construction that have made Columbia history.

—because the Columbia Superb Two-piece crank hanger is noted for its extremely accurate adjustment and easy riding.

—because Jacobs hubs with the Columbia direct-pull ball spokes, make the stiffest wheel known.

—and because the Columbia nameplate assures the highest possible quality, skilled workmanship and satisfactory service.

Are you profiting by the demand for the Columbia Racer?

Your orders promptly filled.

Westfield Manufacturing Company

Department 11

Westfield - Massachusetts

Makers of the Pope Motorcycle

WITH THE TECH. ED.

Every Rider Is Puzzled rrom Time to Time by Little Mechanical Problems. When You Strike One, Tell Our Technical Editor About It and Get his Advice

STARTER FOR MERKEL

I HAVE a 1912 model of Flying Merkel motorcycle and would like to know if a starter can be put on it. Please tell me what parts would be necessary to do this. The machine has chain drive.

Columbia, S. C. MECHANIC.

It depends upon what form of starter you desire. We think that you could have the company's design of starter with a sector working directly on the engine shaft at the right, but advise you to write the Miami Cycle & Manufacturing Company, at Middletown, Ohio, for details.

ACETYLENE GENERATORS

PLEASE tell me where I can get a reliable acetylene generator for use on my sidecar combination. I have an 800 c. p. headlight, a 400 c. p. sidecar light and an ordinary tail light. SIDECARIST.

Leominster, Mass.

The Solar acetylene generator, made by the C. M. Hall Lamp Co., Kenosha, Wis., should fill your bill. You should be able to get this make of generator from a first-class motorcycle supply house. Communicate also with the B. & L. Auto Lamp Co., 507 West 35th street, New York; the Hawthorne Mfg. Co., Bridgeport, Conn., and the Rose Mfg. Co., 910 Arch street, Philadelphia, Pa.

APPLY U. S. TIRE COMPANY

I AM a rider who has had considerable experience with all kinds of motor vehicles and would like to join some force in the East where my services would be valuable. Please tell me where I can get information in regard to motor truck driving in army service, as I have been unable to find a military organization taking motorcyclists in my section.

Camden, N. J. JERSEY RIDER.

We presume you have not applied for membership in the Motor Machine Gun battery at Englewood, N. J., an organization of motorcyclists. It may be worth your while to apply to the National Guard headquarters at Trenton for further information. Apply to the United States Tire Company, 1790 Broadway, New York, for details regarding army motor truck driving.

BLOCK UP THE CAM

AFTER using my twin machine for a season, I find that there is a tendency for the front cylinder to misfire at certain speeds. The skipping is however, not present at high or low speeds on the motor. I have tried setting the carbureter differently, adjusting the valves and retiming them, and fitted new plugs. MERVYN CHILDERS.

Chicago, Ill.

Look at the cams in the contact-breaker casing which operates the rocker lever for the front cylinder. You will find that this has bedded down or worn down and does not operate the rocker lever properly. Either put slips of paper under it until it is the same height as the other cam, or put in a new one.

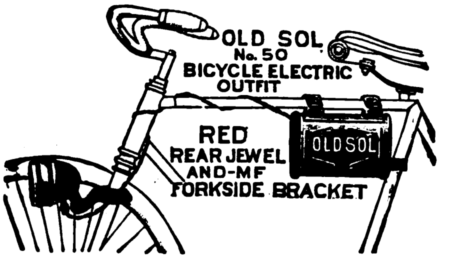
PARTS FOR M. M.

PLEASE give me the name of some company from which I can get parts for the M. M. motorcycle, either V or flat belt model. CLARK STURTZ.

Zanesville, O.

The Eagle Motor Company, Brockton, Mass., the successor of the company which formerly manufactured the M. M. (Marsh Metz) machines, or the Motorcycle Parts Mfg. Co., 2030 Wabash avenue, Chicago, Ill., can undoubtedly supply you with what you need.

OLD SOL No. 50
BICYCLE ELECTRIC OUTFIT



This outfit besides giving very satisfactory service, gives the bicycle a very classy look. The No. 50 is supplied with O. F. Bracket for fork, Red rear signal lamps of auto type with removable dust proof doors. Large size 4" lens. Silvered reflector Switch plug at base—on and off type—with 24 inches of wire. Single contact built Edi-Swan base.

Send for literature

THE HAWTHORNE MFG. CO.
BRIDGEPORT, CONN.

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad. to the classified department — THE BIG RESULT GETTER.

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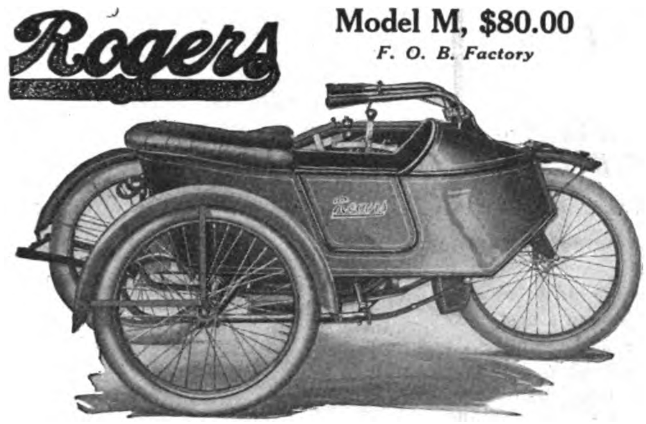

Rogers
Model M, $80.00
F. O. B. Factory

THE SIDE BY SIDECAR

Does your sidecar passenger ride with you or does she come along later? Compare the sociable side by side position of the

Rogers Model M

with any other sidecar in the market.
Then note the All-Steel Construction, One Piece Welded Steel Body, Long Continuous C Type Three-Leaf Springs and other ROGERS Features.
Then get a ROGERS and be happy.

ROGERS MANUFACTURING CO.
337 West Madison St. CHICAGO
Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.

"NORMA" BEARINGS

(Patented)

The bearings in the magneto you use—they're little things but they help determine the performance of your engine, may impair the operation of your motorcycle. There is a way to be sure—see that your magnetos are "NORMA" equipped.

THE NORMA COMPANY OF AMERICA
1790 BROADWAY NEW YORK
BALL, ROLLER, THRUST, COMBINATION BEARINGS

DUCKWORTH

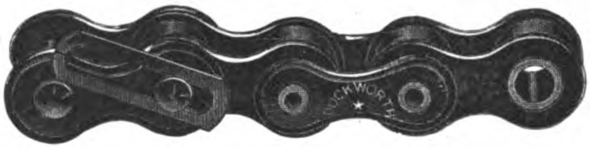
"THE CHAIN OF EVENTS"

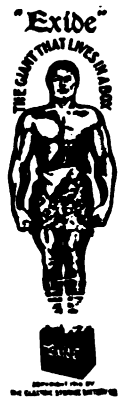
There is no motorcycle chain on the market that stands so high in the estimation of manufacturer and rider as the Duckworth. The record makers in the world of cycles select Duckworth Chains on account of their reliability. Dealers realize that they help sell the machine equipped with them. Duckworth is standard equipment on the seven leading makes of motorcycles.

HENDERSON
POPE INDIAN DAYTON
EXCELSIOR
HARLEY-DAVIDSON
READING-STANDARD

Write for our literature

Duckworth Chain & Mfg. Co.
Springfield, Mass.




"Exide"
THE GIANT THAT LIVES IN A BOX

No motorcycle is complete unless equipped for electric lighting, and—

No motorcycle electric lighting system is reliable unless backed up with a dependable battery.

"Exide" batteries have proved their ability in this service and are used by the Harley-Davidson, Reading Standard and Henderson Companies as standard equipment on their 1917 models.

THE ELECTRIC STORAGE BATTERY CO.
1888—PHILADELPHIA, PA.—1917

Boston Atlanta Rochester Cleveland Detroit Chicago Denver St. Louis
New York Washington Pittsburgh Minneapolis Kansas City San Francisco Toronto

WITH THE TECH. ED.

(Continued from page 42)

CARLETON ELECTRIC CO.

PLEASE give me the name and address of the makers of the generator used by Bedell on his Henderson on the recent transcontinental trip.

Boston, Mass. WILLIAM B. KELLS.

The generator is the Carleton, made by the Carleton Electric Company, at Boston, Mass.

NOT A PRACTICAL IDEA

I HAVE a single cylinder machine with Bosch magneto and am thinking of fitting an electric tail light to it, using the current from the magneto for the purpose. Please give me information as to how to wire and what auxiliary apparatus is needed, if any. E. G. H.

Boston, Mass.

While the arrangement of lighting a lamp from the magneto is possible, it is not practical, in our estimation. In the first place, you will have to step-down the current to sufficiently cover the lamp voltage. This will mean a special coil in circuit.

You will also need a second cam in the contact-breaker casing, exactly opposite the first, or present one. The current will be taken off then by a special carbon-brush. The coil and brush will both have to be made to order. There are plenty of excellent dry cell lighting outfits on the market at present which would give better satisfaction, besides being cheaper all oround.

ABOUT HIGH MOTOR SPEEDS

I SAW recently that a certain motor would run at 3,500 revolutions per minute and that it would develop something over twice its rated power at that speed. I would like to know if this is true of every motor—my own in particular.

Bronx, N. Y. L. TALLIFERRO.

The fact that a motor will run up to 3,500 revolutions per minute does not mean that it will develop twice the power that it does at 1,750 revolutions. Many motors will run at the speed mentioned without load, but will not develop but a fraction more than the normal power above a certain speed. In other words, after a certain motor speed has been attained, the power falls off instead of increasing.

In the case of the motor you refer to the power developed was probably only for a few minutes' duration, and could not be counted on for practical purposes on the road. The speed of the machine with the motor at 3,500 revolutions and a 3½ gear would be close to 77 miles per hour.

MOTOR IS WEAK

I WOULD like a motor of greater pow than the one I have at present— cubic inches. My motor will not take ste grades with a sidecar and passenger, e cept on low and second gear, and then slow speeds. Please give me the name a motor manufacturer who can supply n with something about 75 cubic inches.

Buffalo, N. Y. A. L. WHITE.

You are evidently not getting all th power from your motor that you shoul as the piston displacement is more tha ample to do hill-climbing at higher speed than you indicate. Try a different settin of the carburetor and use a 4¼ to 4 gear on high. We do not recommend you getting an even larger motor, and advis your bringing your present power plant t a greater efficiency before making a change

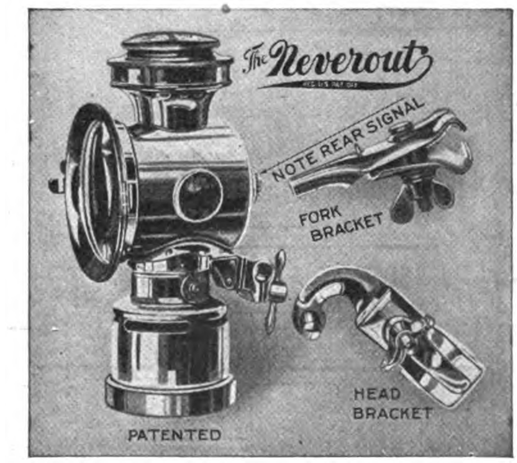
CUT DOWN ON OILER

I AM unable to verify the level of oil in my crankcase, as the glass does not show any oil at all when the motor is running. Occasionally my plugs foul and the motor smokes, and I have to drain part of the oil out.

Trenton, N. J. T. K. S.

If you are not using the hand oil pump, the fouling of the plugs is due to too much oil coming through the mechanical oiler. Reduce the throw of this latter as per the directions in the instruction book, a little at a time until the smoking ceases.

The Neverout
REG U S PAT OFF
BICYCLE OIL LAMP



The World's Most Famous Bicycle and Motorcycle Lamp
GUARANTEED TO STAY LIT
(or money refunded)
Made of best Quality brass—Cannot rust
Riveted and Clinched
FOR SALE BY LEADING DEALERS
Write today for complete description
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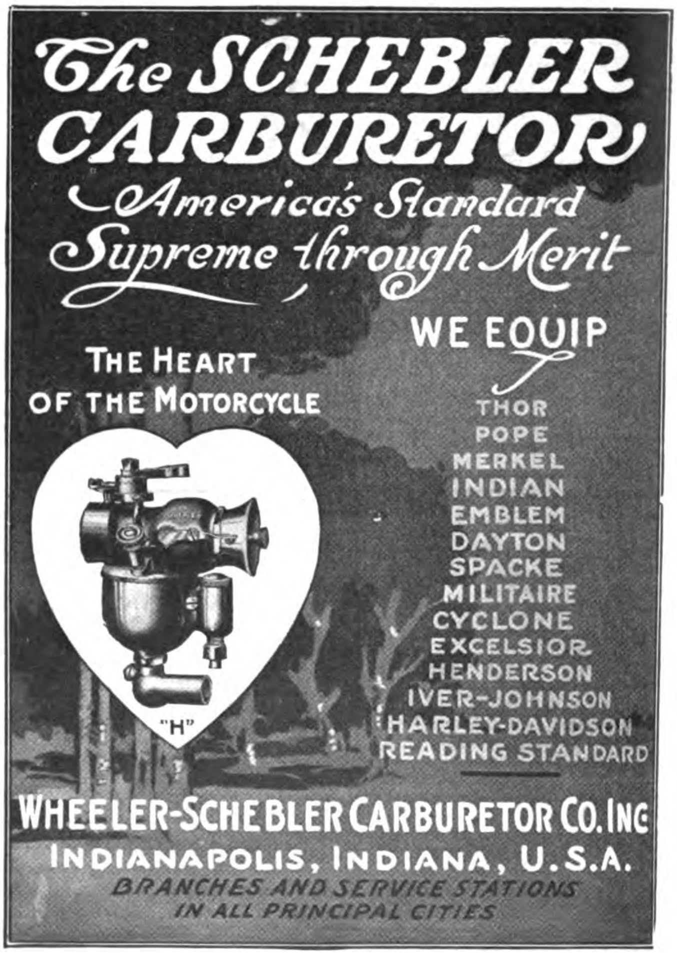
833 ARCH ST. PHILADELPHIA, U. S. A.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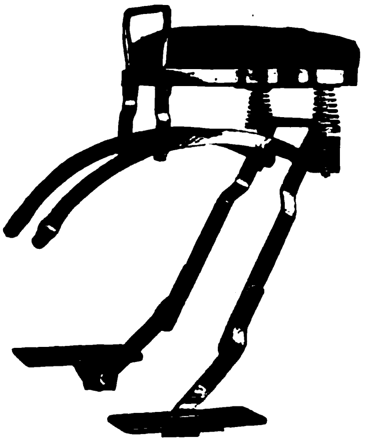
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES



Tandem Riding Is Great!

It is—with an

F-N

Price, $12.00 each

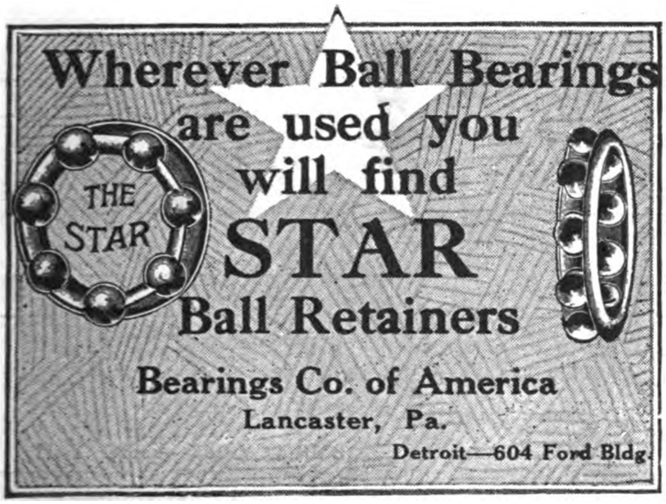
Fentress-Newton Mfg. Co.
DETROIT, MICH.

NATIONAL Motorcycle and Bicycle Spokes

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056 Furnished in National hand buffed or regular finish. Finest grade of wire. Rust proof!

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

The National Screw and Tack Co.
Cleveland Ohio



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STAR Ball Retainers

Bearings Co. of America
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The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

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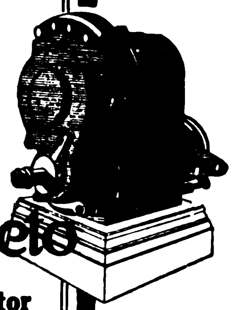

The Berling Magneto

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Ericsson Manufacturing Co.
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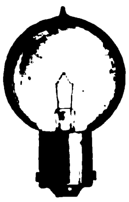
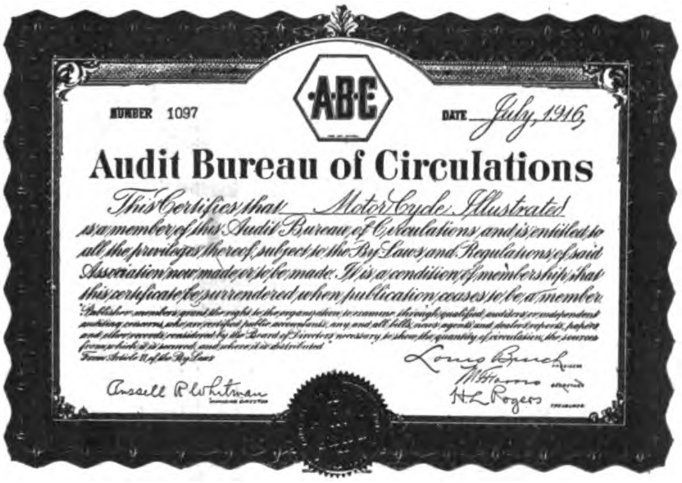


For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

Can be obtained from any Federal Agent or from

Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.



ABC

NUMBER 1097 DATE July, 1916

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From Article II of the By Laws

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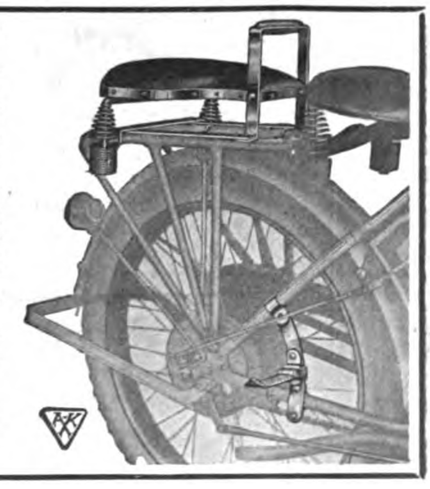
Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be attached in a few minutes, is strongly made, properly braced and has a convenient hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.

The Rests are of the folding type.

Complete with instructions for attaching, $7.50.

Write for leaflet giving full details.



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Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

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Complete Stock of Harley-Davidson Pa
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Expert Mechanics with Factory Experien

HARLEY-DAVIDSON SALES CO.
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In parts for all machines. Particularly
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Complete stock of Thor—Merkel—Miami—Cur
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NOTE: Only 20 minutes from Broadway, N.

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All Makes of Bicycles—Expert Repairing
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Expert repairing on all makes of motorcycle
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FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—We have quit handling motorcycles, two brand new machines to sell, here is your chance to procure a standard make machine at less than dealer's price. One 1916 Pope Lightweight, $100. One 1916 Thor 6 H. P. single cylinder, two-speed, $125. Remember these machines are new and for sale by reputable dealers. Hammer & Bissett, 2453 Hennepin Ave., Minneapolis, Minn.

FOR SALE—1916 Smith Motor Wheel with 1917 controls. Run less than 500 miles. Perfect condition. Make offer. L. W. Tucker Company, Wakefield, R. I.

FOR SALE—1916 3-speed Electric Equipped Harley-Davidson, complete with Speedometer, etc., for $250.00—also new 1917 3-speed Electric Equipped Henderson, complete with Sidecar, etc., for $435.00, or will sell machine separate. Write for further information. G. K. Moore, 102 Broad St., Augusta, Ga.

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FOR SALE—1917 twin, big valve Excelsior road machine, single speed, special pistons and cam, extra fast, run less than 300 miles, $200. Address H. M., care Motorcycle and Bicycle Illustrated.

FOR SALE—A red Cygnet rear car. Fine condition; run less than thousand miles. Fifty dollars. J. M. Dossman, Valatie, N. Y.

MOTORCYCLE and BICYCLE BUSINESS for sale cheap in the best motorcycle city for its size in the United States. Address T. E. M., care Motorcycle and Bicycle Illustrated.

One 1917 twin EXCELSIOR, fully equipped	$160
One 1914 HARLEY twin two-speed	$120
One 1914 INDIAN twin	$60

T. E. Messer, Corning, N. Y.

MISCELLANEOUS

PUT NEW LIFE in your motor. Aluminum Alloy Pistons made for all makes. Connecting rods lightened and fly-wheels rebalanced. Write for prices. "Bee" O. J. Rhoades & Co., 14-16-18 S. St. Clair St., Dayton, Ohio.

WANTED—Harley-Davidson side car or chassis. State lowest price and conditions. Fisher's Cycle Shop, Great Bend, Kansas.

WANT TO BUY 1917 EXCELSIOR or INDIAN; Indian Type P. N. preferred. J. J. Burda, La Moure, N. Dak.

BUSINESS OPPORTUNITIES

FOR SALE—Established paying bicycle business, year round trade, leading agencies. Reason for selling, other business. Fine chance for live man. Judson, care Motor Cycle Illustrated.

BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—First class bicycle repair man. Permanent position for right man. Frank P. Gravatt, Atlantic City, N. J.

POSITION WANTED

WANTED position as repairman or salesman, sober, industrious, married. In the bicycle and motorcycle business twelve years. Will forward first-class references. Prefer Southern city or town. Address Southern, care Motorcycle and Bicycle Illustrated.

BENTON
SPARK PLUGS

Thoroughly tried out by the most severe tests and under the most adverse motor conditions possible, Benton Plugs have stood the gaff unflinchingly. They are perfect plugs. No matter what other plugs you are using, and no matter for how long, you do yourself an injustice if you don't try Benton. Get the Book on spark plug troubles; it's free.

L. F. BENTON COMPANY
Vergennes, Vt.

No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

Retail Price
$7.50
Complete

WALD MANUFACTURING CO.
Dept. F SHEBOYGAN, WIS.

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

July 5 NEWS 1917

Baker, Murray & Imbrie INC.

What Gives Power to a Brand?

THE purpose of a brand is two-fold—to identify a product and to guarantee its integrity of manufacture.

No brand is better than the concern that issues it and stands behind it.

The brand of a nondescript manufacturer must have a limited value. Likewise the brand of a distributor is worth only as much as the character of the house that puts it into circulation. Nothing can be greater than its source.

The assumption that a manufacturer's brand must necessarily be of greater value than that of the distributor is a dangerous one—and one that has no foundation in actual fact.

The brand of a business house like Baker, Murray & Imbrie, Inc., means just as much and has as great a carrying power as the one that a manufacturer puts on his goods. And we venture the statement that in some cases it means more.

Our method of selecting and marketing our "Infallible" Tires is an example in point. No manufacturer of tires possesses a line that comprises all the leaders of all the various grades. He may excel at some particular price—that is, he will always have one or two tires that lead in their particular price divisions, but on the other hand some other manufacturer will stand out as having the leading tire or tires in another and different class.

For this reason, Baker, Murray & Imbrie, Inc., select their various grades of "Infallible" Tires from several manufacturers, bringing together under one head a line of products that represent the pick of the market and the best values of a number of separate sources.

Therefore, by our method of purchasing alone, the Baker, Murray & Imbrie "Infallible" brand has a powerful and permanent trade significance because it is based first of all on the quality of the merchandise itself.

Beyond this, however, is the reputation of the concern. Reputation implies responsibility—and as one of the largest distributors in the United States our business has as much at stake as a manufacturer's in the way of creation and maintaining the highest possible standards of serving the dealer and his public.

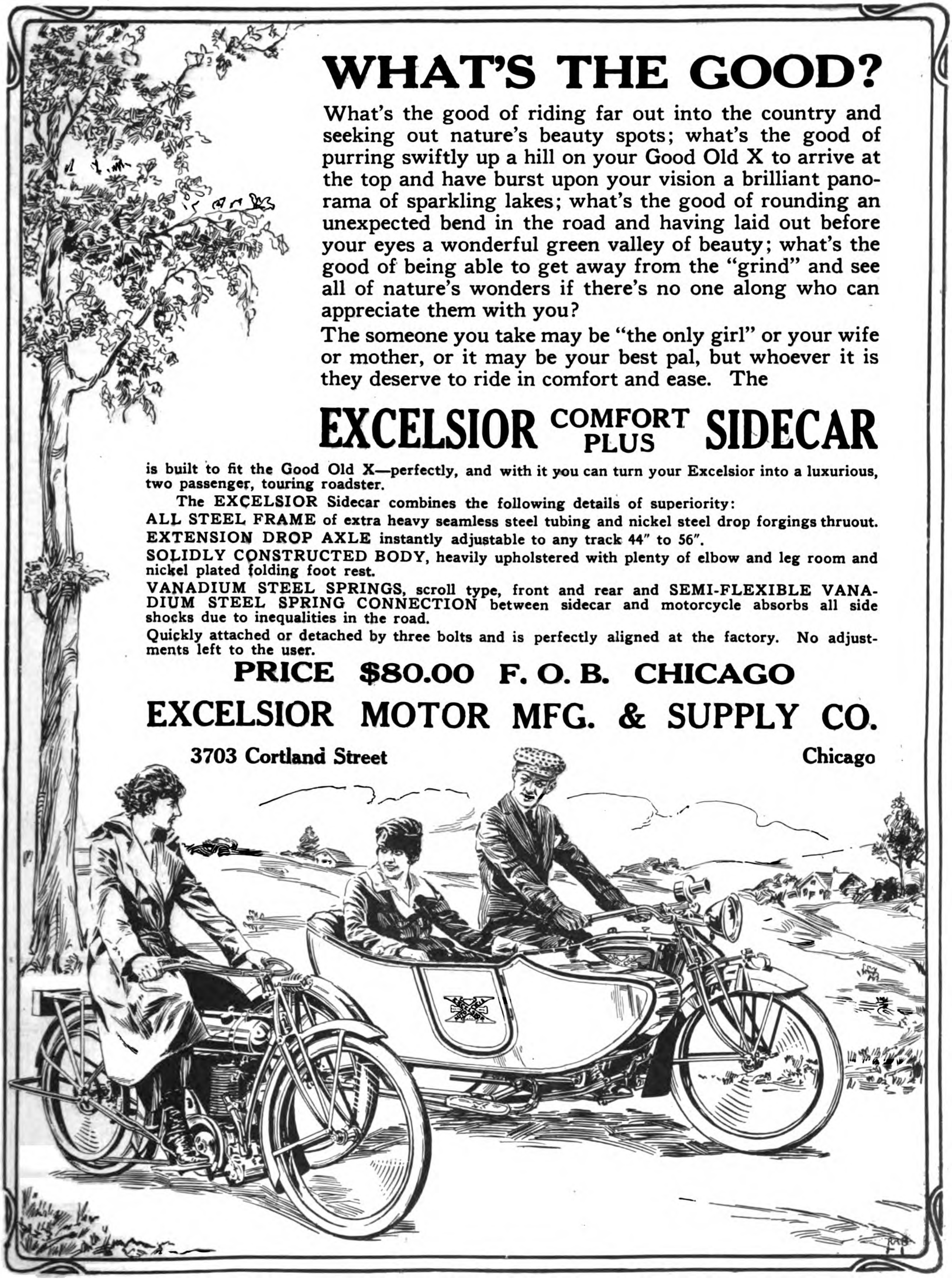
The name of Baker, Murray & Imbrie, Inc., upon an article represents an accumulated experience of twenty years, a recognized policy of doing the right thing because it IS the right thing and a buying and distributing power that protects the dealer as regards quality and fair price.

The strength of the Baker, Murray & Imbrie "Infallible" brand is noteworthily shown in the fact that "Infallible" Tires were an accepted success from the moment they were put upon the market.

10-15-17
Warren
Street

Infallible

New York
City



WHAT'S THE GOOD?

What's the good of riding far out into the country and seeking out nature's beauty spots; what's the good of purring swiftly up a hill on your Good Old X to arrive at the top and have burst upon your vision a brilliant panorama of sparkling lakes; what's the good of rounding an unexpected bend in the road and having laid out before your eyes a wonderful green valley of beauty; what's the good of being able to get away from the "grind" and see all of nature's wonders if there's no one along who can appreciate them with you?

The someone you take may be "the only girl" or your wife or mother, or it may be your best pal, but whoever it is they deserve to ride in comfort and ease. The

EXCELSIOR COMFORT PLUS SIDECAR

is built to fit the Good Old X—perfectly, and with it you can turn your Excelsior into a luxurious, two passenger, touring roadster.

The EXCELSIOR Sidecar combines the following details of superiority:

ALL STEEL FRAME of extra heavy seamless steel tubing and nickel steel drop forgings thruout.

EXTENSION DROP AXLE instantly adjustable to any track 44" to 56".

SOLIDLY CONSTRUCTED BODY, heavily upholstered with plenty of elbow and leg room and nickel plated folding foot rest.

VANADIUM STEEL SPRINGS, scroll type, front and rear and **SEMI-FLEXIBLE VANADIUM STEEL SPRING CONNECTION** between sidecar and motorcycle absorbs all side shocks due to inequalities in the road.

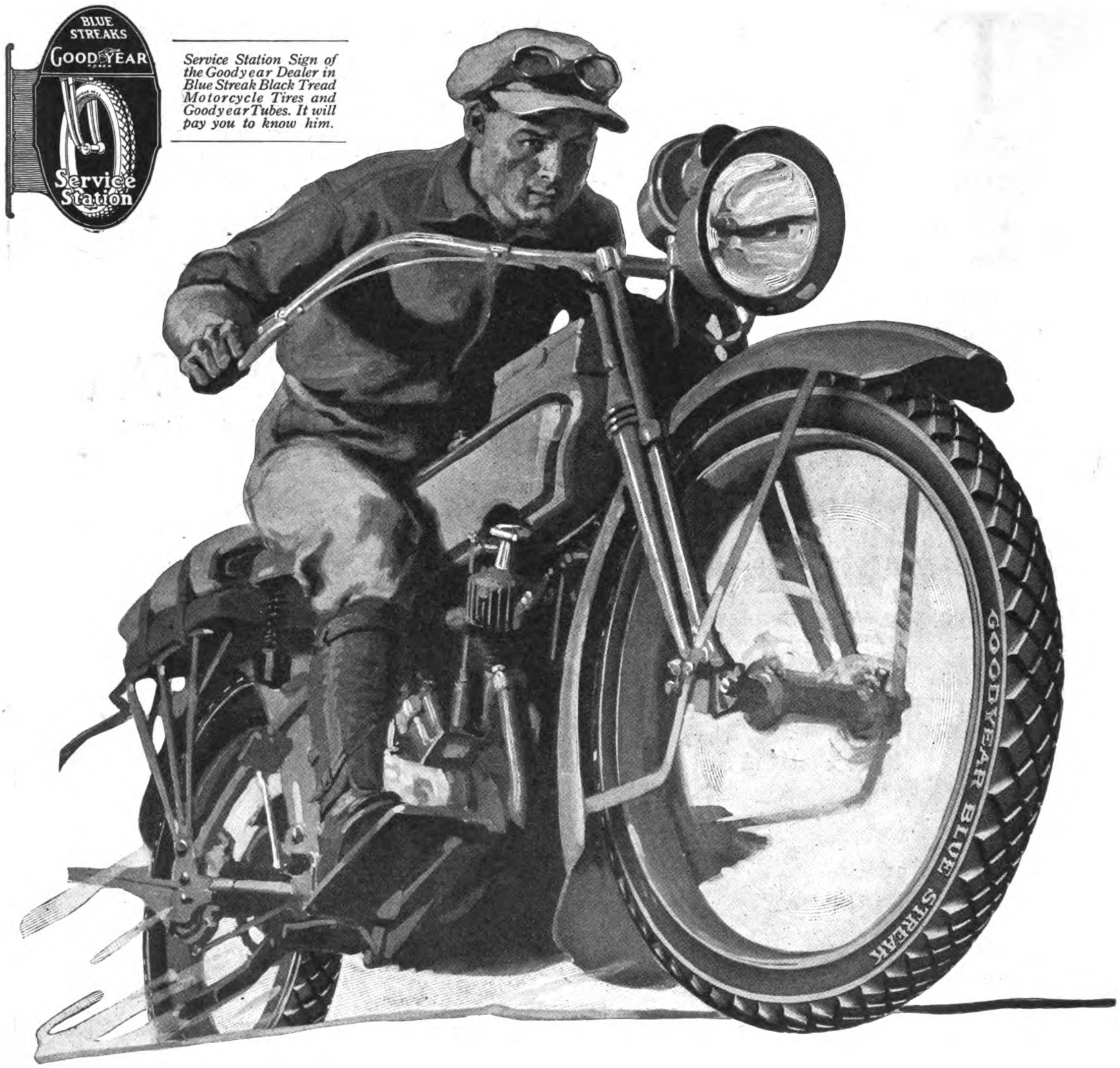
Quickly attached or detached by three bolts and is perfectly aligned at the factory. No adjustments left to the user.

PRICE $80.00 F. O. B. CHICAGO

EXCELSIOR MOTOR MFG. & SUPPLY CO.

3703 Cortland Street Chicago

BLACK TREAD



Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.

July Fourth this year was a big parade occasion for Goodyear's new *Black Tread* Blue Streak Motorcycle Tires. Riders everywhere have equipped their machines with this heroic tire for summer holiday tours and club runs. You'll see the new *Black Tread* Blue Streak wherever you go.

GOODYEAR
AKRON

BLUE STREAK

TRADE MARK REG U S PAT OFF

INDEPENDENCE DAY, this year, saw Goodyear's new *Black Tread* Blue Streak Motorcycle Tire the big road-favorite all over America. Everywhere riders are choosing this sturdy tire for the wonderful construction features that make it dominant. Here are the great extra values in the new *Black Tread* Blue Streak that put it head and shoulders above *any other* motorcycle tire made:

Note These Construction Features

Extra thick rugged black tread—the thickest on any motorcycle tire made. This tread makes you independent of tire trouble and gives you the fullest measure of long, loyal wear.

Carcass of 4-ply, skim-coated fabric—extra heavy, and the skim-coating feature is your best protection against fabric separation which brings the danger of blowouts.

Wider breaker strip—the widest built into *any* motorcycle tire. This strip means a firmer union between tread and carcass and more wear resistance in the carcass.

Note, also, we have placed the Blue Streak on each side of the tread, instead of around the middle as formerly.

You are not surprised to hear that this new *Black Tread* Blue Streak is standard equipment for 1917 on *every* motorcycle made. And it is only natural, too, that dealers and riders are unanimously acclaiming this heroic tire as *the* motorcycle tire of the nation.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON

"CANNONBALL" BAKER AND DIAMOND CHAINS

A RECORD SMASHING COMBINATION

On the Cincinnati Speedway, June twenty-six and twenty-seven, Erwin "Cannonball" Baker made motorcycle history filling the woods with routed records. Remember these figures—they are real tests for both man and chains:

Time or distance	Baker's Record	Best previous record	Baker's average miles per hour
500 miles	8:38:30	9:58:00	57.85
1,000 miles	17:26:30	20:42:30	57.33
12 hours	702 miles	559 miles	58.50
24 hours	1,386 miles	1,153 miles	57.76

Baker made these Records with DIAMOND CHAINS

which were taken from stock in our shipping department. He rode the chains five hundred and nine miles in preliminary trials before the test, making a total of eighteen hundred and ninety-five miles for the chains and they were not touched for repair or adjustment after first assembly.

When "Cannonball" Baker cannot outride a Diamond Chain there can be no question about its quality or the service it gives. You may not be able to equal Baker's record, but you can equal his judgment by demanding Diamond Chains for your motorcycle.

BAKER IS THE PRINCE OF RIDERS DIAMOND IS THE PRINCE OF CHAINS

Don't listen to the "just as good" argument.

We have a useful booklet for you—write for it today.

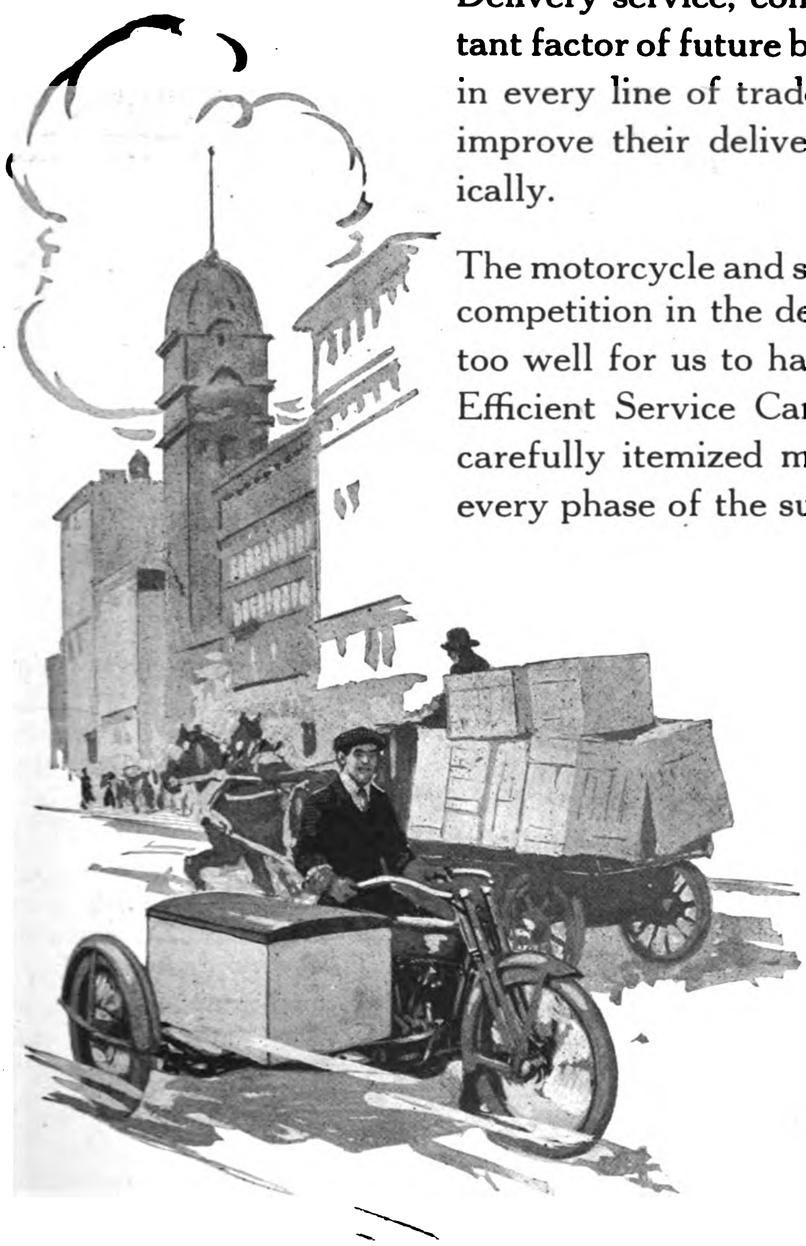
DIAMOND CHAIN & MFG. CO.
INDIANAPOLIS, INDIANA

Right Now—
The Time for Making Commercial Sales

President Wilson is urging the people of America to exercise greater efficiency that the business of the nation may be conserved and so conducted that the fluctuations of war will have minimum effect on commerce.

Delivery service, conducted efficiently, will be an important factor of future business in the retail field. Merchants in every line of trade are facing the problem of how to improve their delivery service and improve it economically.

The motorcycle and sidevan or sidecar combination has no competition in the delivery field. You should know that too well for us to have to tell you. Our booklet, "How Efficient Service Can Be Economically Rendered," has carefully itemized motorcycle delivery costs and covers every phase of the subject. Ask for one.

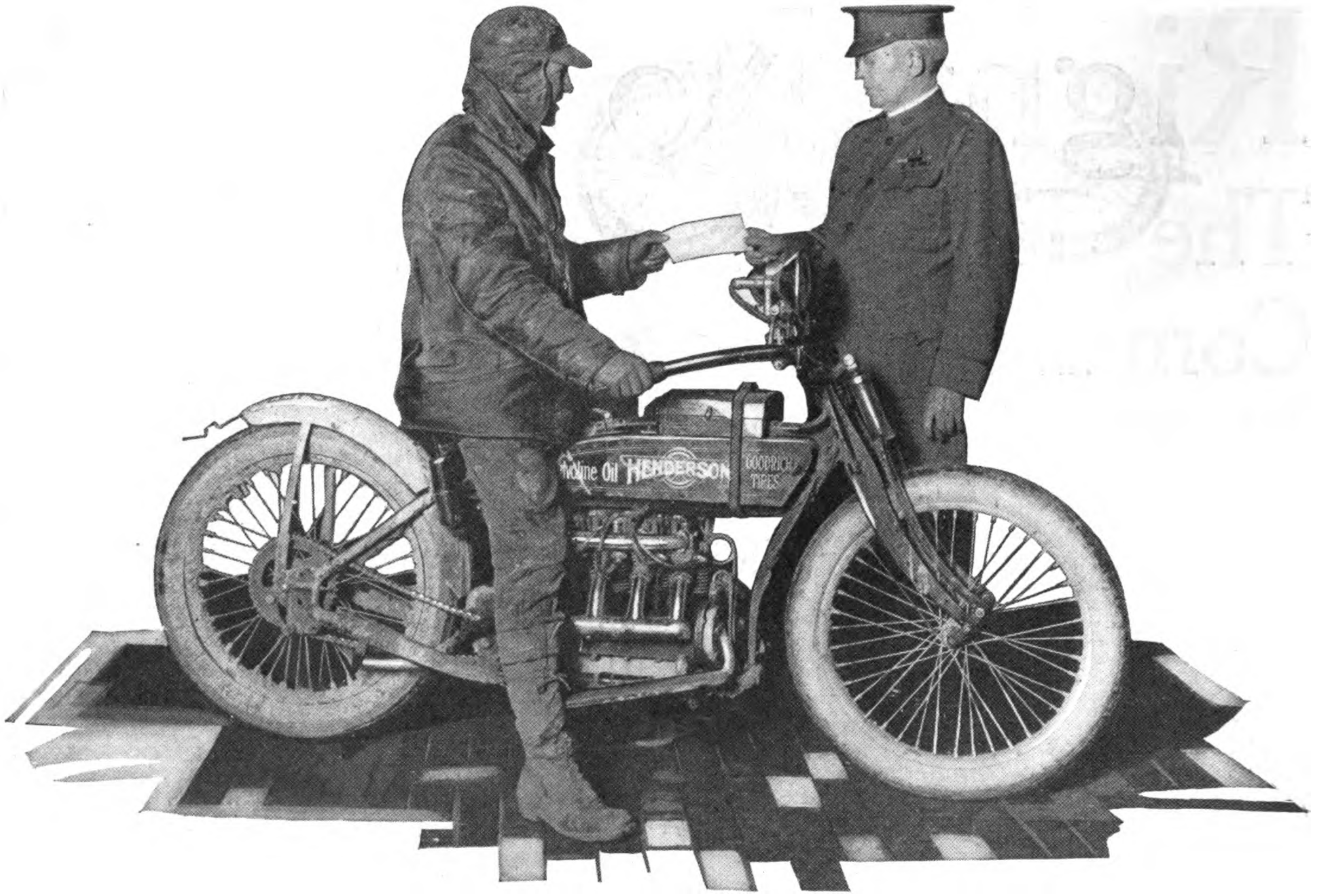


Dealers who have made a success of commercial business tell us that the presence of one or two motorcycle and sidevan or sidecar outfits starts the ball rolling for what results in a profitable business for them inside of a season.

You should be getting your share of commercial business.

Are you?

Harley-Davidson Motor Co.
Milwaukee



Shatters World's Record With

Champion Toledo

Dependable Spark Plugs

Alan T. Bedell riding a Champion equipped 1917 stock Henderson Motorcycle has just recently shattered the world's coast to coast motorcycle record.

Bedell crossed the country from Los Angeles to New York in seven days, sixteen hours and sixteen minutes—overwhelmingly beating the best previous record of eleven days, eleven hours and ten minutes made by E. G. Baker in 1915.

He carried a military message from General Liggett of California to General J. F. Bell at Governor's Island.

Bedell's machine never missed a stroke. He had no ignition trouble whatever—A MARVELOUS TRIBUTE TO CHAMPION STAMINA AND EFFICIENCY.

Day and night over desert and mountain, through dust and mud at a heartbreaking pace Bedell sped across the continent.

Ignition trouble would have meant failure—but Bedell's Champions never faltered, never whimpered.

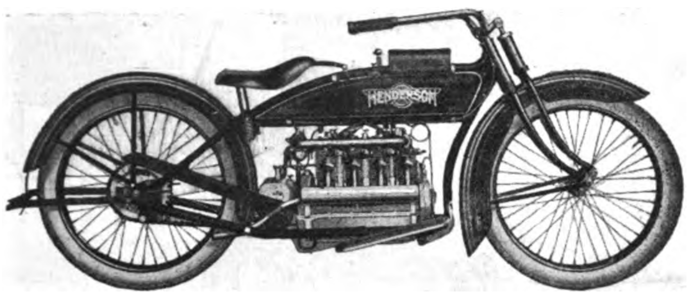
They gave their hot fat sparks regularly and surely—and they made possible the winning of a record.

These were not special Champion Plugs. They were just the same as the one you can buy anywhere for YOUR motorcycle.

You can depend on Champion Spark Plugs under ANY conditions. Try them on your motorcycle. For sale everywhere.

Champion Spark Plug Co.

Toledo, Ohio



The 1917 Henderson embodies five full years of practical experience in manufacturing and using and studying four-cylinder motorcycles.

Five years in which riders have learned the value of the flexibility and responsiveness and strength and lightness made possible by four cylinders.

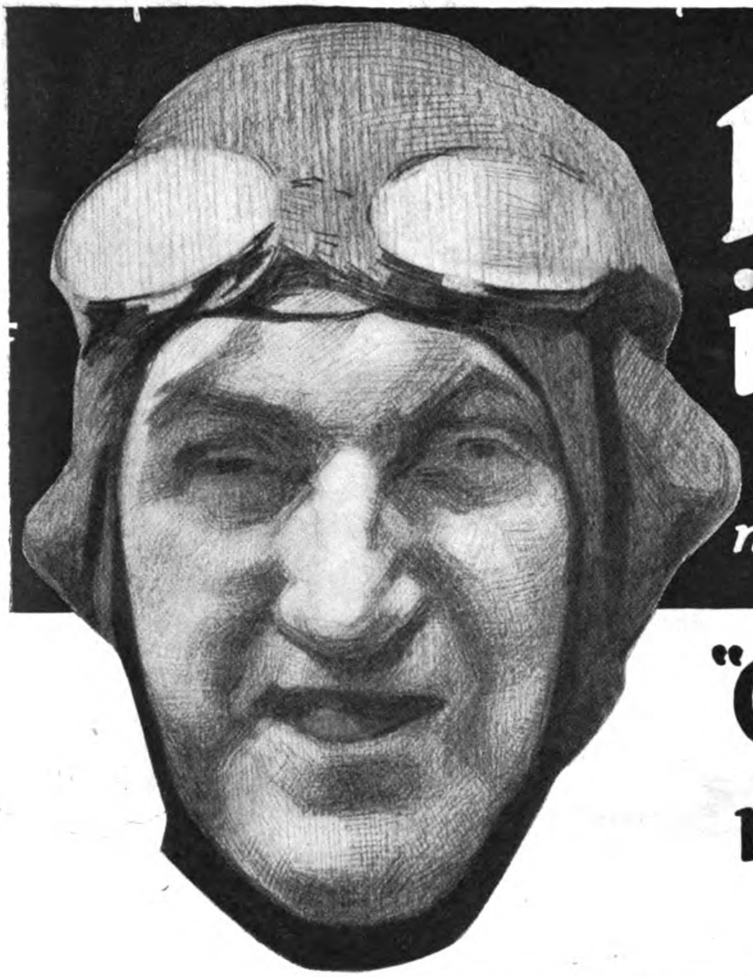
Five years in which they have learned to appreciate the distinction given by its silence and smoothness and pleasing appearance.

Five years in which Henderson engineers have added refinements, betterments and detail improvements so as to develop to the highest degree the remarkable advantages that naturally accompany four-cylinder power.

**Henderson
Motorcycle
Company**

Detroit

HENDERSON



1386½ miles in 24 hours

not a miss — not a skip

"Cannonball" Baker makes another record

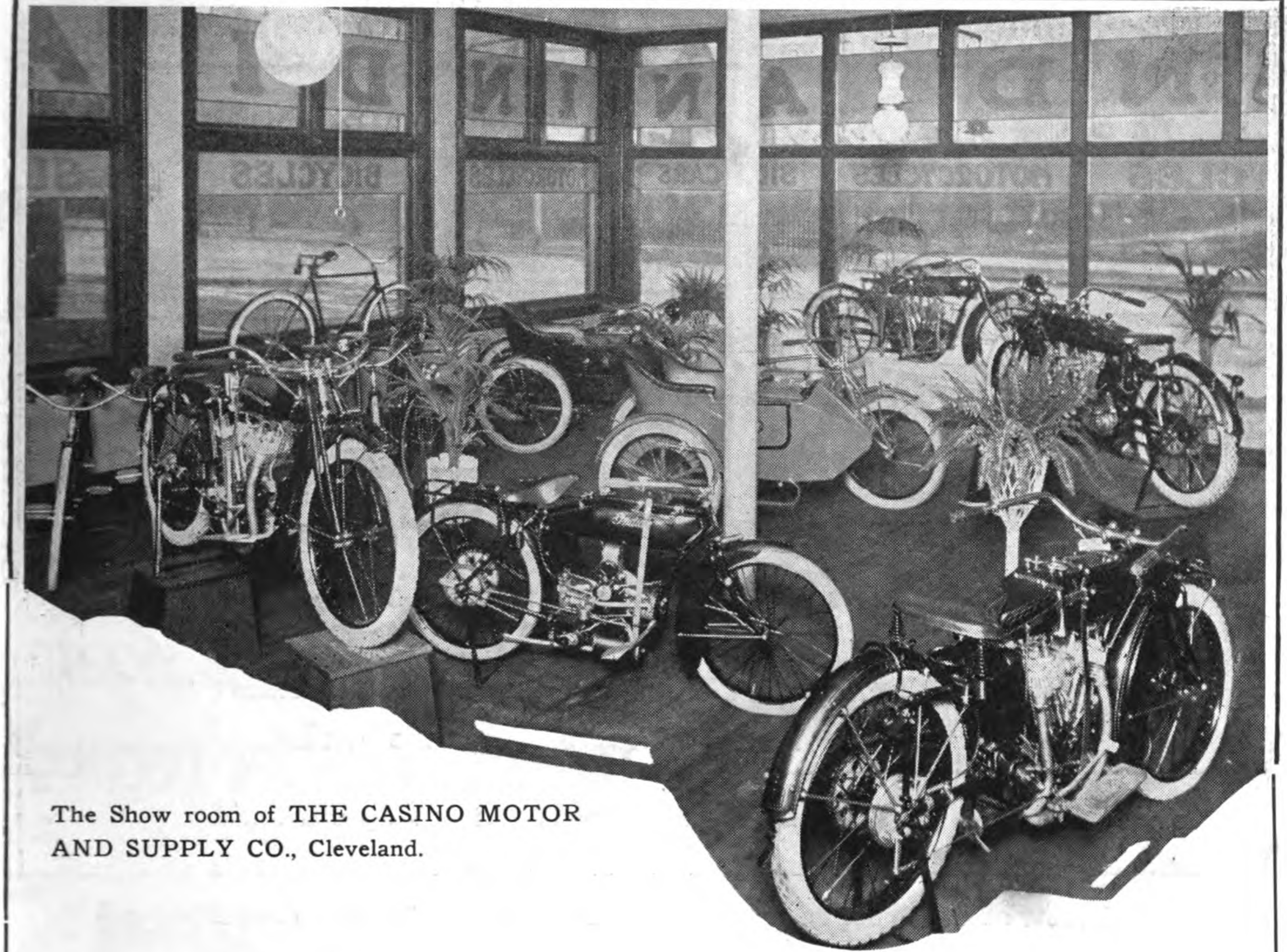
with DIXIE

20th Century Magneto

Baker essayed to lower the 500-mile, 1000-mile, 1200-mile and 24-hour records with DIXIE equipment at the Cincinnati Speedway. He **knew** DIXIE would never falter —with a DIXIE Magneto he was **certain all the time** of hot, fat sparks so necessary to do the record-breaking trick.

And DIXIE came through with Baker with colors flying, and all previous records for distances and time, trailing in the dust.

SPLITDORF ELECTRICAL CO., NEWARK, N. J.



The Show room of THE CASINO MOTOR AND SUPPLY CO., Cleveland.

THAT SENSE OF SATISFACTION!

When a dealer sells a product, which he KNOWS is superior, there is a keen sense of satisfaction.

But when the superiority of his goods is *overwhelmingly verified* by immense demand and many sales, this creates the crowning sense of gratification.

SO IT IS WITH INDIAN DEALERS!

And nothing so verifies their success as the unusual number of CARLOAD orders placed for 1917 INDIANS. From coast to coast the demand for 1917 Indian Powerpluses has been extremely large. The most recent proof of INDIAN superiority and sales leadership is found in the carload order of John Zuckor of the Casino Motor & Supply Company, Indian distributors for Cleveland, Ohio.

Just to show 'em there is no limit to the demand for Indians in the "Sixth City," Mr. Zuckor made a flying visit to the factory, placed STILL ANOTHER CARLOAD ORDER for 1917 INDIAN POWERPLUSES, besides a large order for those roomy INDIAN SIDE CARS!

Practical men want only the best value for their money—the big sale of 1917 INDIANS is proof of their wisdom.

That's why Indian dealers are so prosperous and wear that smile of satisfaction.

Enough said!

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

A Big Motorcycle Manufacturer Says

that the *United States 'Usco' Motorcycle Tire* is creating a steadily growing favorable impression in the market.

That's high praise coming from such an impartial and conservative source. But it's not to be wondered at in view of the exceptional performance that the *'Usco' Tread* has been giving since its first appearance in the market.

Longer mileage, greater resiliency, lower final cost are but part of the story. The whole story for you, Mr. Dealer, spells *PROFITS.*

Order *'Usco' Tires* today and specify them when ordering your next shipment of motorcycles. *The manufacturer will supply them gladly and at no extra cost to you.*

United States Tire Company

1790 Broadway, New York

FOR THE RIDER

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

MOTORCYCLE AND BICYCLE ILLUSTRATED
NEW YORK

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising
H. A. WILLIAMS, Adv. Mgr.
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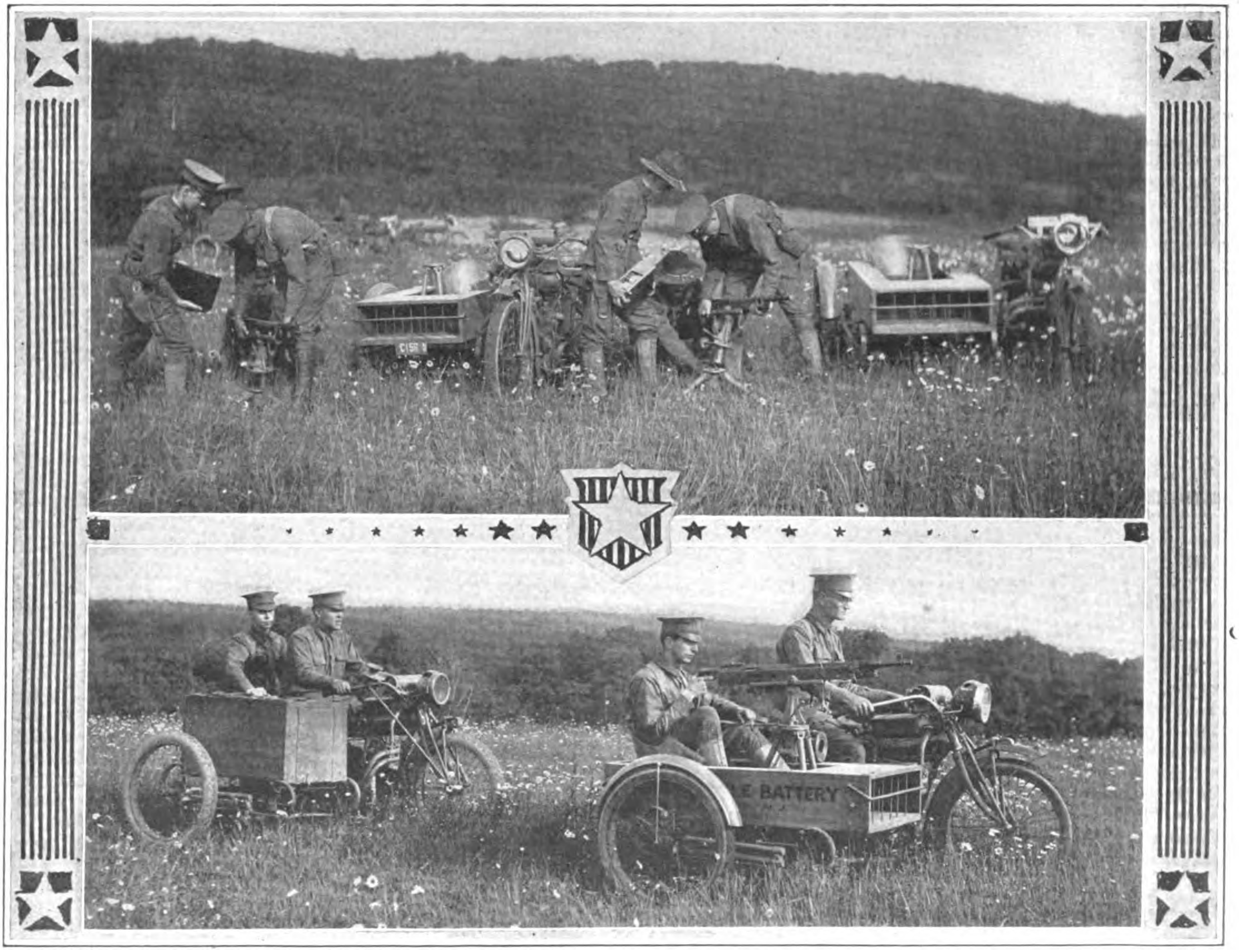
FOR THE TRADE

DEALER-MOTORCYCL
Motorcycle
Agency

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 JULY 12, 1917 No. 28

Ready to Answer the Call



Nowhere in the United States Has There Been More Concentrated Enthusiasm in Connection with Military Preparations Than in Englewood, N. J. This Relatively Small Town Has Had a Motorcycle Machine Gun Battery for Months Past Which Army Men Have Highly Commended. The Unusual Photos Above Show Several of the Motorcycle Outfits in Recent Drills

Letters of a Retired Cycle Dealer to His Son

Dave Hicks Passes Along Advice Concerning Optimism and the Value of Service —"There Are a Lot of Motorcycle Dealers Who Never Take the Trouble to Pump a Laugh Out of Their Bellows"

By C. P. McDonald

MY DEAR DAVE: Having been born, and partly reared, in Massachusetts, where all other optimists grow, it's just natural that I should come out here on my farm, grab a hoe and a tractor, and have the time of my life on my first real vacation.

You might argue that I need a good rest, but I want to tell you right off that I don't. My system's bubbling over with pep and ginger and I've got a lot of twin-cylinder enthusiasm in my constitution that never has been blown off—and never will be, now that I've throttled down and turned the Hicks & Son agency over to you to run.

Osler, notwithstanding, sixty-five ain't such an advanced age, after all. But now that you're in full charge and are going to take the hills of the game in high, I'm going to shut off the gas and retard the spark and ease up a bit and devote fifteen or eighteen hours a day to weeding out the moth balls from this section of land of mine and converting 'em into bank rolls. I have figured out that I put something like 100,000 hours' fair-paying work in that motorcycle and bicycle showroom of ours, and this round estimate don't include the 99,999 hours I put in thinking it all out after I threw the shift of the work day in neutral o' nights and went home.

A Plan to Knock Out Ideas

Although I won't be in active service at the store from now on, I'm going to be there through the mails once in every so often. The plowp'ints are bound to bump against a stone occasionally, and when they do I'm going to have my ribs where the handles will punch 'em and knock out a selling idea or two. These ideas I want to send along to you for what they are worth—and they'll be worth something, to my way of thinking, or I won't send 'em. They probably will help you in combating obstacles, for having been all through the game I know a few things about said obstacles.

While we're on this subject of obstacles, I want to pump a few notions of mine into your system. I've learned in my years that advice-transfusion sometimes is as healthy for the adult male as blood-transfusion. We all meet obstacles, and most of us find they are good for us. For if a fellow had everything breaking his way and never got a good, stiff wallop from adversity, life really wouldn't be worth the candle. Trumbull had the right idea when he said that "our progress depends upon what we are, rather than upon what we may encounter."

From an undeveloped bump of humor we see molehills as mountains, and, what is worse, mountains as molehills; we see trees as men walking, and, what is more ridiculous, men as trees standing still. These have lost their perspective—they want to bring their ships into the desired port, but don't know how to steer 'em.

You take it from your dad, son, that no man is truly happy—especially in the motorcycle business—unless he rubs elbows now and then with obstacles. An occasional setback will do more to engender the fighting instinct in a normal man and make him high spirited than a good, stiff dose of castor oil. The world likes the bright side and laughs at trouble. The possession of high spirits is a matter of cultivation. You can force yourself into any state or condition, so why not choose the state of joyousness—compel your eyes to twinkle and your feet to trip merrily to the thunder crashes of life, your lungs to laugh, your lips to smile?

Dave Hicks says:

¶ We all meet obstacles, and some of them are good for us.

¶ The possession of high spirits is a matter of cultivation. Don't be a grouch.

¶ A Dealer is not an idler simply because he finds time to smile. The smiling dealer is the hardest worker of the lot.

¶ Don't expect good products to sell themselves: the dealer must put his hustle behind them.

¶ Education isn't a powerful factor in selling, but personality is. Friendliness, fairplay and consistent service are a winning combination.

¶ Civility costs nothing and brings big profits.

The reflex action of your muscles will produce in your heart or brain a spasm of joy like the first spark of a big twin motor—now and then there may be a bit of back-fire, but you must risk that and go on tickling it till the engine of mirth hums cheerily. I think that nine-tenths of the joy in the world is produced the other way—by spontaneous generation. The mistake a lot of us make is in waiting until some convulsion of human nature shatters our gravity and makes us feel good.

If you've got the idea that a high spirited chap is idle in business, you're dead wrong. The smiling dealer is the man who's working harder than his fellows to be happy. There are a lot of motorcycle dealers I have met who don't consider the smile an asset and who never take the trouble to pump a laugh out of their bellows. They wait until their habitual gloom is punctured by some wayside thorn of humor. They defy the universe to amuse them, and the universe won't take the trouble to pick up the challenge. The man with high spirits defies the world to bore him, and the world at once pours its money into his cash register. I reckon the first man with high spirits was Job—he kept a smiling front in spite of all his troubles.

Practice Smiling

There are some people who have no troubles and yet always are dejected. Avoid such, son. Search your family tree and try and find some relative of Job's. Choose for your friends and companions those who can laugh, even when the rain butts into their picnic party, those who can grin even when the home team loses three games in a row, those who get stalled and work an hour with a grin trying to start a single tracker with a burned-out fuse.

Don't be a grouch. The man who comes into your store and picks out a pair of goggles does so because, usually, he truthfully can say, "Believe me, he's a peach of a dealer to buy from!" You've got to follow the example I set when I was running the store—"Smile, and sell machines and parts and accessories and service." That ought to be your slogan. You're my son and I have enough confidence in you to know you'll come pretty near making good. At the same time I don't want you to become over-confident. Motorcycles and too much confidence don't mix. That's what Hank Hawkins found out when he opened a competitive agency across from me in Jerseyville, some years ago. I'll tell you briefly about Hawkins because his career as a motorcycle dealer points a moral that won't hurt you.

Hank's sweetheart, Jessie Martin, lived with an invalid mother at Jerseyville. Hank and Jessie wanted to get married, but Jessie was a sensible girl and listened to her ma. The old lady had a little money to tide her over the rest of her days and also the home in which she and

Jessie lived. Hank settled the question by giving up his newspaper job and migrating to Jerseyville.

There were only two motorcycle showrooms in town at that time—mine, a good one, and one that didn't count for much. I had the cream of the trade and knew it. There were drug stores, groceries, and dry goods emporiums galore. After looking over the field, Hank decided on motorcycles, for, as he afterwards told me, he knew as much about that as he did about any other line of merchandise and he thought the competition in the motorcycle business would be less keen.

Hank had a little money, a big supply of confidence, and a heap of the I'm-a-little-better-than-the-other-fellow spirit. People in Jerseyville didn't give a tinker's tink for Hank's education; all they were interested in was his latest models. And I'll go on record as saying that Hank laid in a pretty decent stock of stuff. But it wasn't long before Hank found out that learning and selling are two distinct commodities. He wasn't qualified, didn't discount his bills, couldn't talk machines worth shucks.

Hank paid no attention to his windows. They were always streaky and in need of a bath. The whole interior of his store was the same way. His goods were spotted, unpolished, dusty. Hank was always to be found in his store—writing rhymes. If Hank wanted a word to rhyme with "mush" and you came in to buy a spark plug, Hank got his rhyme first and then you got what you'd come in for. When George Stearns walked into Hank's one day and said, "Hawkins, I want a good coaster brake for my son's bike and ain't got time to go over them as I ought. I'm going to put it up to you to tell me what the kid ought to have," Hank pointed out the vulgarity of using such language as "ain't got."

What Happened to Hawkins

There are a lot of Hanks, son, in all kinds of business. Sooner or later they fail, as this Hank I'm telling you about busted. He didn't think service entered into the argument; he had an idea good goods sold themselves. Naturally, he went under; he wasn't cut out for the two-wheel game. Education isn't a powerful factor in selling. As you know, your old daddy hadn't much education except what he picked up in the school of hard knocks. But that sort of education sells motorcycles and bicycles. It sold enough for me to put away a few thousand odd dollars, get title to 360 acres of good farm land, and drop you into the management of a store that ought to net you something handsome every year.

I know what I'm telling you is, for the most part, old stuff. That's probably what you think. But I want to tell you right off the bat, son, that advice, no matter if it does carry around a long gray beard, never is old providing it's sound and workable. And by the same token, I'm going to keep right on pumping you full of it. You're too young to know it all, even if you are old Dave Hicks' offspring—and that ain't bragging too strong, either.

I've had some long talks with you about service, but I want to repeat some of the things I've told you and tell you some new thoughts that have occurred to me since graduating to farming. Service makes or breaks a motorcycle dealer. Civility costs nothing and brings big profits. Doing things for your competitor's customers is casting bread upon the waters. You've got to do three things to your customers in order to keep their trade:

Please them.
Tickle them.
Delight them.

These spell the development of a trial order to a perpetual income.

Why Some Motors Stammer

Causes of Irregular Running Which Can Be Corrected by Regular Lubrication and Inspection of the Carbureter; Jet Alteration by Riders Another Source of Trouble

By Stanley Rosebery

STAMMERING in a motorcycle motor is a tendency to buck or misfire at certain speeds. It is thus distinguished from persistent misfiring which may cover a wide range of throttle opening or affect the motor from the idling position throughout the entire speed range.

The chief causes of this impediment in the song of the motor are wear in the carbureter parts and dirty fuel. There is another cause for which the craving for more speed is responsible: alteration of the jet openings or the shape of the jet needle to make the motor run faster. As these alterations are crudely done in all but a minute percentage of cases, the stammer appears mainly at low speeds or the motor refuses to run slowly at all. I am not going to moralize on this point, except to say that the motor thereafter is not satisfactory to its rider and becomes objectionable to other road users and the public in general.

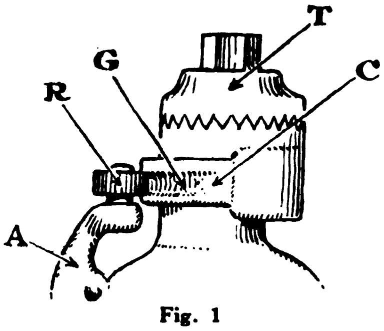


Fig. 1

Look at the first illustration; it shows the knurled roller R on the lift needle arm A of a widely-used carbureter. This roller is operated along with the arm by the movement of a cam surface C fitted to the throttle stem and collar T. This cam is cut by the carbureter maker to suit the motor to which it is fitted, but as soon as wear occurs, the mixture will be incorrect at the portion where the wear occurs, and stammering is the result.

Result Caused by Wearing

Usually the cam C wears in a groove at G, due to the fact that the roller R gets stuck on its pivot. The result is that the lift-needle opens out of proportion to the throttle position for that particular speed. This occurs on the older machines mostly, and can be remedied by getting a new cam and if need be a new roller. It can be prevented by regular oiling of R on its pivot to ensure that the roller will turn and not drag. The dragging wears the cam surface.

In the second figure we have the places in a multi-jet carbureter (without jet adjustment), where the speed mania of the rider causes him to tinker and set up trouble. A rose jet R is fitted into a standpipe S in the mixing chamber M. Attached to the throttle is an air cone C with arms Y W in the wall of the mixing chamber. As the carbureter comes from the factory it is set to have C move in true proportion to the throttle position and to the sizes of the openings in R. The "speed bug" sometimes gouges the openings in R, thereby increasing the flow of fuel, which is all right at high speeds, and occasionally alters the length of the arms Y. The result is that the mixture is out of balance at certain points and we have stammering.

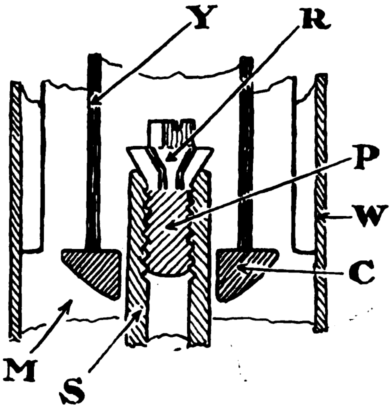


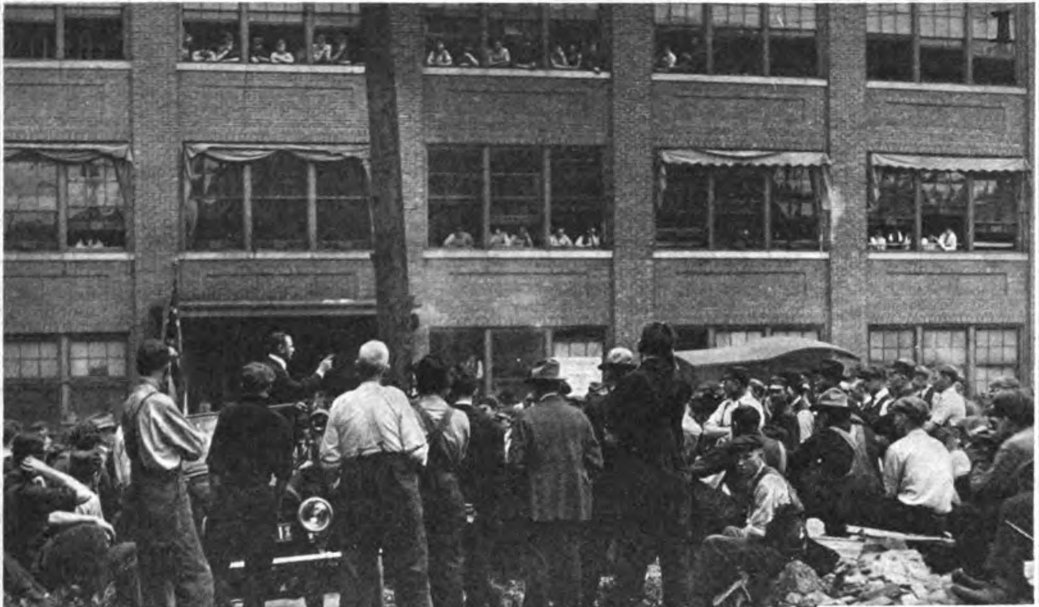
Fig. 2

An expert can fix this type of carbureter to suit at practically all speeds, but the average performance with a pocket knife and a pair of pliers is the worst kind of a botch job. To those who wish steady running at all speeds, have the factory or an expert from the factory branch do any alteration in this line.

The same thing applies to the grinding of a different slope on the end of a lift-needle carbureter jet needle. This is occasionally done in a botched way and invariably produces an undesirable effect.

The Weekly

NEWSY EXPLOITS, OF THE CAMERAMAN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REEL 1, **Scene 1**—A typical noonday gathering at the Harley-Davidson factory, where Chief Gunner Kenneth R. Waite, of the British navy, is delivering a series of recruiting talks.

Scene 2—Franklin S. Gates, of Charleston, W. Va., and his Harley-Davidson, on which he rode from Chicago to Charleston, a distance of 583 miles, in 22 hours.

Scene 3—How the members of the Grand Rapids M. C., of that Michigan city, try out their mounts by riding through sand that is almost hub-deep. The club riders also have a special hill for their climbing tests.

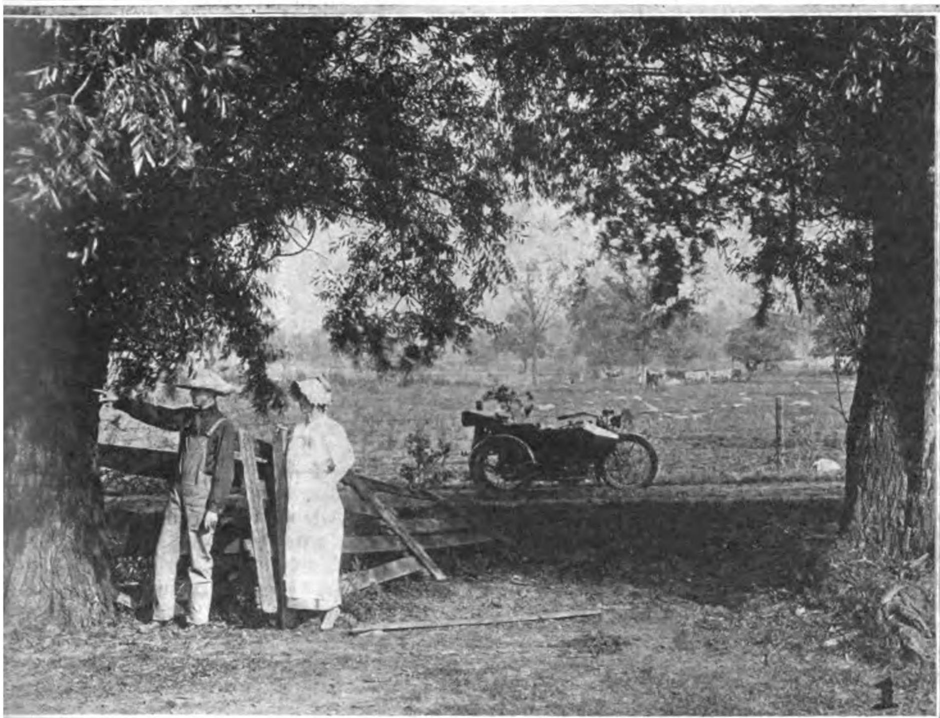
Scene 4—A sextet of motorcycle enthusiasts of Layton, Utah, on a recent Sunday Run. The photo was snapped at Devil's Gate, Weber Canyon, by William Day, Layton.

Scene 5—El Paso, Tex., police mounted on their new Harley-Davidsons, which they have found indispensable in the curbing of motor speeders.

Scene 6—The 2d Regiment, Connecticut Home Guard, stationed at New Haven, in a recent parade. The regiment, which is in the command of First Sergt. Shelton Sturges, Indian agent at New Haven, uses the machines for scouting, carrying dispatches and other work requiring speed.

Motorgraphs

PRESENTED IN TWO REELS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ARMY
U.S. ARMY RECRUITING PARTY

5

6

MOTORCYCLES
BICYCLES
ACCESSORIES
SUPPLIES
REPAIRING
7

8

REEL 2, **Scene 1**—The modern farmer uses the motorcycle in a dozen different ways. The time saved soon pays for the machine.

Scene 2—Members of the New Jersey M. C. on a sociability run waiting for the "bunch."

Scene 3—George A. Northbridge, Belmar, N. J., astride his Dayton Motor Bicycle. Northbridge recently made a trip to Washington, D. C., with two side trips into Maryland and Virginia, covering 1,025 miles on 10½ gallons of gasoline.

Scene 4—Members of Federal Army in Providence, R. I., who are connected with the local recruiting office. They are mounted on Excelsior machines carrying recruiting signs.

Scene 5—A fair sidecarist sightseeing in her Reading-Standard outfit. Photo snapped on Buena Vista Heights, overlooking San Francisco.

Scene 6—B. Smead and H. L. Clark, of Greenfield, Mass., who were perfect scorers in the Worcester 24-hour run.

Scene 7—A line-up of members of the Omaha M. C. before starting on a recent Sunday run.

Scene 8—R. Greathouse, of the R. Greathouse Motor & Cycle Co., St. Louis, Mo., Excelsior agents, putting an Excelsior through some stunts.

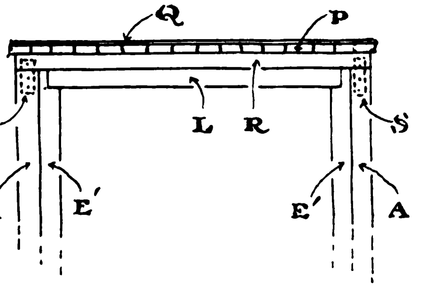
Build Your Own Garage

Details of Roof Construction; How to Build and Fit the Doors and Obtain a Snug and Dependable Job on the Side Walls and Flooring; Final Touch Is a Good Coat of Paint; Room for Small Work Bench and Lockers

By John O'Bannan

IN the first instalment of this article the main framing, door and side details were given, with one window to be centrally placed in each side. The back of the garage is to be blank, as the two windows and the open door will give ample light for all kinds of work within.

The next important item in construction is the roof. This is made of 2 x 3 inch timber, the same as the side members of the frame. The roof structure is 12 feet long and 6 feet wide, the longitudinals M, M passing inside the front and rear cross members O, O. One of the figures shows the members in place and assembled, and it is intended to have the roof framing go on in block. However, this would require the assistance of another man or two, so if the builder desires he can proceed one-man fashion, as follows:



Details of the Roof

Fitting the Roof Frame

Cut the members M, M to length and notch at 4 foot intervals for the cross members N, N. These are of 2 x 3 material. Lay each longitudinal along the tops of the side members E, E, and the end members A, A. Fasten by means of wooden or metal cleats, using two nails or bolts in each timber. There must be a cleat for each side and end member. It will be a good idea to have a plane handy to level off the ends of the vertical members in order to get a neat fit.

After cutting the cross members O, O and N, N to fit, place these in position and fit together with angle cleats T, T, as in the first figure. See that the roof frame rests solidly on the vertical members. You are now ready for the roofing. Cut the sidings to 12 feet and lay them lengthwise of the roof. Put on sufficient width of siding to project about 2 inches over the sides. Nail the siding over the main roof frame members. It is better to use interlocking or tongue and grooved siding for the purpose.

How to Build the Doors

The doors are next to be built. The frame of the door is made rectangular of 2 x 2 members, the paneling being made of the siding. The outside dimensions of each door will be 58 x 30 inches. Make up the door complete and fit it in place, using two hinges at top and bottom as in the figure shown in the first instalment. Put a piece of molding on the face of one door to keep out the weather, or use weather stripping. The paneling may run vertically or horizontally.

After the doors are fitted, go again to the roof with tar paper or some inexpensive sheet roofing. Before laying the roofing, putty up all nail holes in the siding. Lay the roofing smoothly and fasten with roofing tacks.

Front and Sides

If you will look at the front of the garage, you will see that above the member L is the roof front cross member R. On top of this is the roof or siding P, and the outside roofing Q. One figure shows this construction, while the view of the roof framing shows both P and Q cut away. Siding should be put on to cover R and L, if a neat appearance is desired.

The material for the sides of the garage is to be laid lengthwise of the building, as shown in the next figure at P. For the siding coming against the frame of the window J, it is best to cut the 12 foot lengths in two, fit them in place from the ends, and then cut off what projects beyond the ends of the building. Nail the siding to the window frame from the inside, and attach the other siding pieces by nails to the uprights E, E of the building frame. Putty all nail holes.

The flooring is made of siding, laid crosswise, and nailed to the members D, D, as well as to the side members. It may be advisable to put a cleat under the ends of each piece of siding which comes opposite a vertical member E of the side frame. Bring the flooring flush to the front and rear framing of the building, as well as at the sides.

As the garage has a flat top, it will be wise for the owner to clear off any snow during the winter months. If a slope roof is desired, the members on one side can be cut to 68 inches instead of 72 inches (6 feet), which will effect a satisfactory drainage of rain.

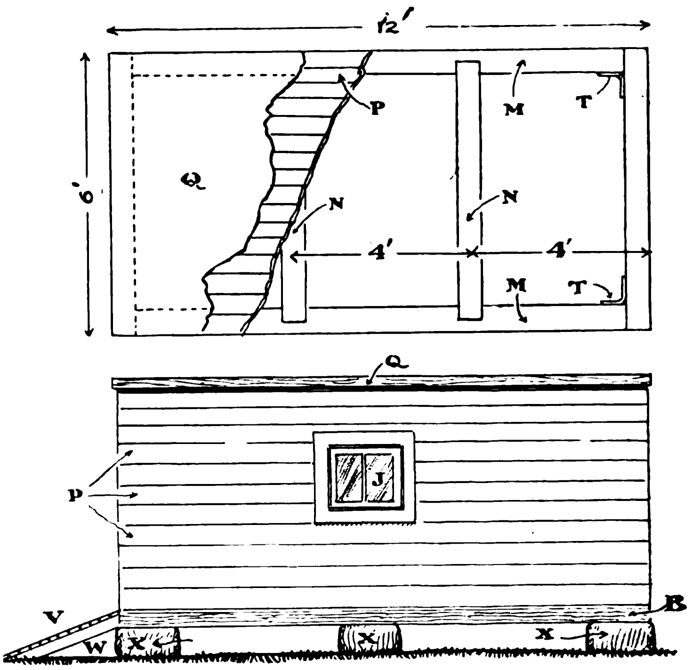
A good weather-proof paint should be put on as the final touch to the building. This painting should consist of a priming coat containing much turpentine to give quick drying and to fill the wood. The finishing coat is to be put on when the primer is thoroughly dry.

The side view of the garage shows it mounted on stones X, X. The lettering of the various parts corresponds to that in the previous drawings. The builder can either make an earthen runway to the door or one such as shown, V, W. The latter consists of three 2 x 3 members W, nailed to the front member C of the garage lower frame and buried in the ground at the other end. The cross pieces or "roadway" V are made of siding, placed crosswise. The length of W should be sufficient to give a gentle slope from the ground to the door, to make wheeling the rig by hand easy, especially if a sidecar combination is to be stored in the garage.

Room for Small Lockers

Any lockers used can be fitted to the rear wall of the garage and will serve to strengthen it. If the owner desires to fit a work bench, he should use additional 2 x 3 pieces, crosswise between the corner members, and also from the lower frame member C. Long through bolts will give the best anchorage for the bench.

Just a word about artificial lighting. Run the wires in conduits in preference



The Upper Figure Shows the Roof; P Is the Roof Boarding and Q the Final Covering; the Bottom Figure Shows the Completed Building

to using pair cords, and avoid risks of fire through short circuits. Do all work in which naked flames are required outside the garage, although you will have considerable room inside when a solo machine is housed. Keep a good fire extinguisher handy, and always have the doors open when you are working.

As materials vary in cost in different sections of the country, it is difficult to give a bill of costs for the material for this garage. However, $30 should cover the whole, provided lumber is not at an excessive figure at the time of purchase. The figure quoted does not, of course, cover labor, as it is assumed that the owner will do the work himself.

Our Exchange Editor Speaks Thusly:—

Only one motorcycle was imported into Great Britain during March last and that one was valued at $60. Safe to say it did not come from U. S.

The substitution of motorcycles for horses in the service of a couple of town surveyors at Stoke-on-Trent resulted in an annual saving of £150 ($750).

The commercial sidevan is coming more and more into prominence in Britain as a result of the high cost of operating four-wheeled delivery vehicles and restrictions on the purchase of gasoline.

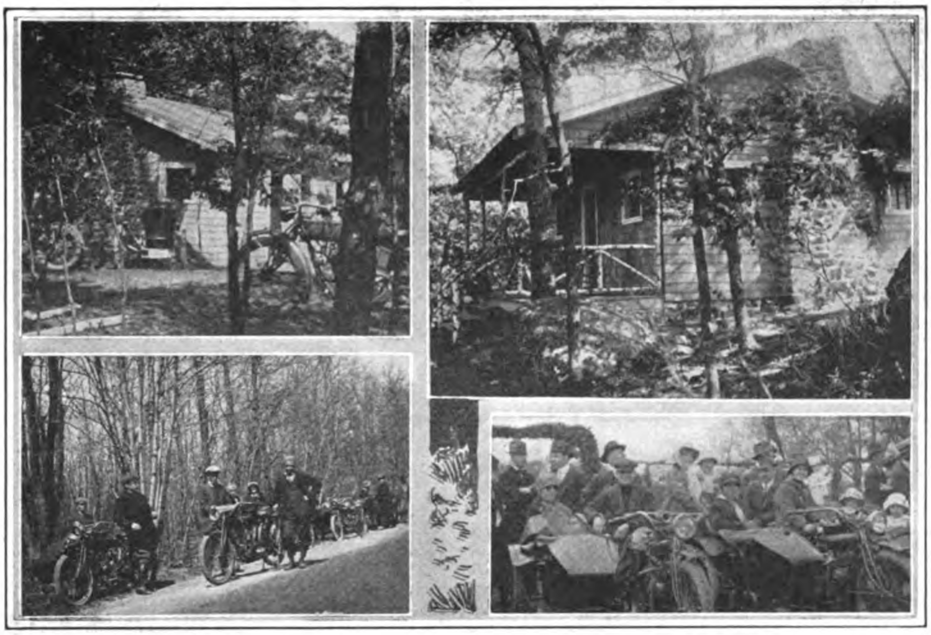
A British farmer let it be known that he had 20,000 pounds of potatoes to sell in seven-pound lots and practically the whole ten tons were carted away on luggage carriers and in sidecars by buyers who rushed to his farm in Farnborough.

The Emerald Isle riders are going through a legal situation similar to the one just brought to a close in Massachusetts—the status of the sidecar is questioned. A youth of 17 was arrested while driving a sidecar outfit for which he had a motorcycle driving license, on the grounds that the vehicle was in reality a motor car. Case is now in the courts for decision.

Bit of a mixup in the British dispatch rider's wage scale. Government promised them six shillings a day on enlistment, but now says it's a mistake. One rider who has served since August 1914 has been told he has been over paid $425 in that time and will not receive any more pay until the score is balanced. Hope Britain will play fair with the boys who have taken up the war burden so manfully.

American motorcycle manufacturers are scored in the *Irish Cyclist and Motorcyclist*, Dublin, for not having made much progress in motorcycle design since the beginning of the war in 1914. Little things like full electrical equipment that is both fool and trouble proof, universal use of the mechanical oiler, big valve motors that are forging more and more to the fore, eight-valve twins, two-compartment tanks, cushion sprocket drive, integral lugs for sidecar attachment, enclosed valve mechanisms and so on ad infinitum mean nothing in the life of an Irish critic.

WHERE THE SWENSON MOTORCYCLE CLANS GATHER



When It Comes to Putting a Punch in Good Fellowship, Leave It to B. A. Swenson, of Providence, R. I. Swenson Built the Attractive Camp Shown Above at Coventry, Not Far from Providence, Recently, and Then Hung Out the Latchstring for All Indian Riders. Two of the Photos Show Parties Going Out to Spend a Week End at the Camp

WHAT'S AHEAD

July 15, Yonkers, N. Y.—"Usco" run to Albany and back, promoted by George Ellis.

July 15, Mansfield, O.—Race meet at Fairgrounds Track.

July 20-21, La Grande, Ore.—Annual speed-'em-up races, La Grande Motor Club.

August 6-11, Atlantic City, N. J. Annual mid-summer convention of the Cycle Parts and Accessories Association, Motorcycle and Allied Trades Association, Bicycle Manufacturers' Association, Cycle Jobbers' Association of America.

August 12, Bronx, N. Y.—Social run promoted by Oliver Berckhemer.

August 12, Grand Rapids, Mich.—Picnic staged by Grand Rapids M. C.

August 12-13-14-15, Providence, R. I.—Providence M. C. four-day tour to White Mountains.

August 19, Grand Rapids, Mich.—Endurance run.

September 2-3-4, Seattle, Wash.—800 mile endurance run to Spokane.

September 3, Greeley, Colo.—Race meet at Island Grove Park, promoted by Greeley M. C.

September 3, Providence R. I.—Providence M. C. race meet.

October 7, Providence R. I.—Annual triangle run, promoted by Providence M. C.

When Contact-Breaker Points Wear Abnormally

RAPID wear on the platinum points of a magneto contact-breaker generally indicates that the condenser is going bad. This may be due to breaking-down or to damage through oil or moisture getting inside the armature tunnel. As motor speed depends a lot on the condition of the points, the magneto should be sent to the makers for a looking over.

Carry a Flash Lamp on After Dark Trips

ONE of the many models of pocket flashlights comes in handy when riding, after dark. You can use it to read road signs, look at the oil-glass in the motor base, make small adjustments by its light and examine the interior of the tanks with it. Be sure the lamp works before starting.

When the Valve Stems Require Light Filing

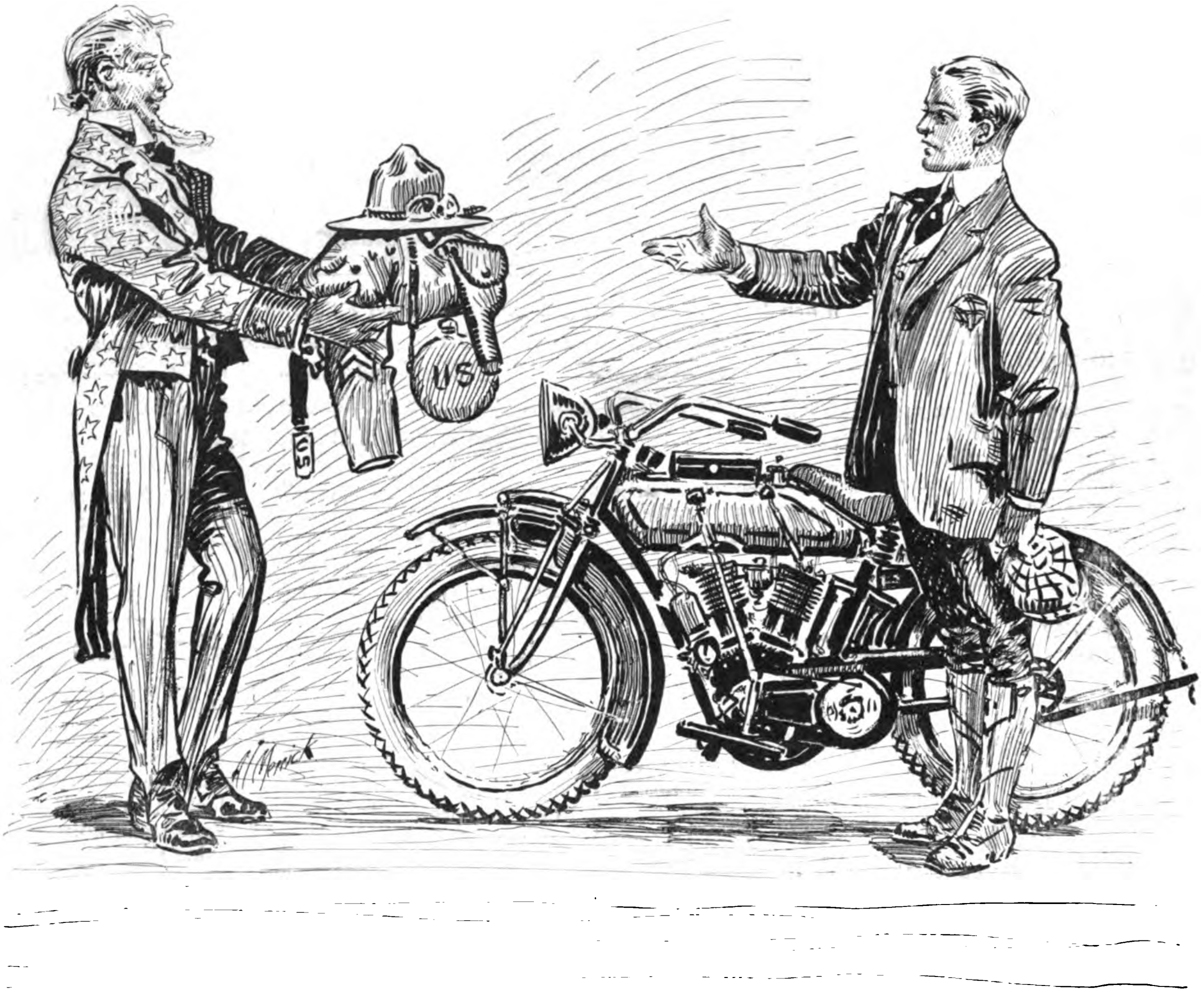
WHEN taking out a valve look for bright patches on its stem. These indicate rubbing in the guide, and may have been the cause of the motor skipping or being hard to start some time previously. Ease the bright spots with a fine file.

Restoring Brightness to Sooted Lamp Reflectors

TO clean lamp reflectors which are blackened, rub with a mixture of equal parts of alcohol and water. Follow this by polishing with a good metal polish, if the reflector is of metal, or with tissue paper if of glass. Few riders give their reflectors the attention they deserve, and a few minutes devoted to them occasionally will certainly pay big returns in road comfort and safety. If you don't think so, try it.

EDITORIAL

It's Time to Give Him His Uniform, Uncle!



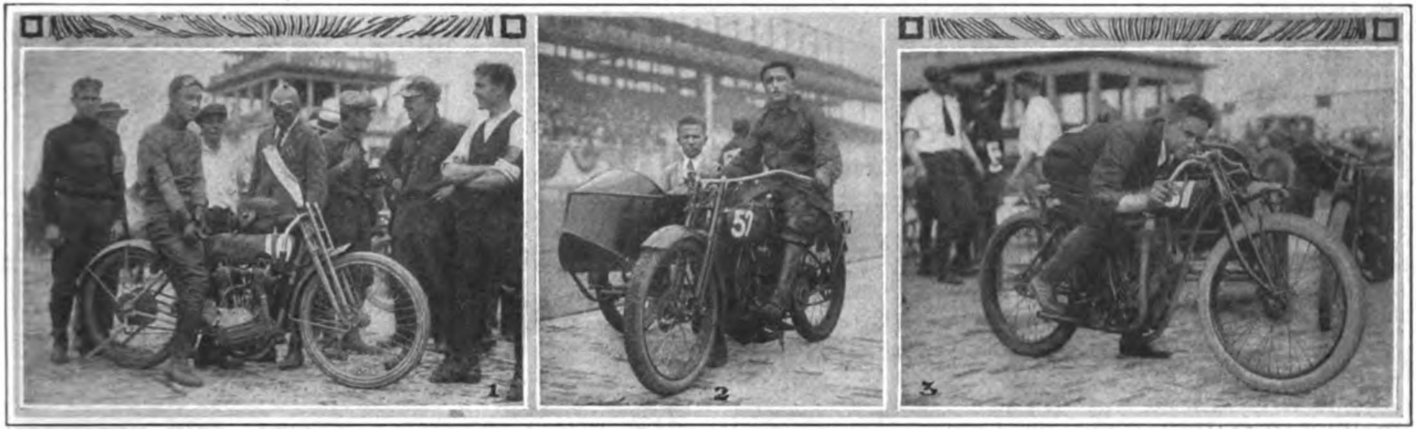
AS the Nation's military plans develop it is evident that at no far distant date the motorcyclists of the country will be called upon to join the colors in considerable numbers. The summons may be only a few weeks off. Washington officials are being educated away from the idea that ordinary infantrymen can be transformed into capable motorcycle riders overnight, and in future the process will be reversed,—the army courier will be a seasoned roadster, at home in the saddle under all the varying conditions of weather and terrain, and thoroughly acquainted with his motor. This, needless to say, is as it should be. The United States has thousands of motorcyclists who will welcome the opportunity to serve the flag. Let the call come. They'll be found as loyal as they are capable.

Since war was declared this journal has received scores of inquiries from motorcyclists who wished to enlist in a branch of the army that would enable them to continue riding. So far it has been difficult to give them satisfactory information. But all signs point to a definite and important place for these patriots in the armies now forming, and it probably is not overstating the prospect to say that from 2,500 to 3,000 riders will be used in connection with the first half million men drafted. As a matter of fact, the number ought to be larger. Motorcyclists with the Allied forces in Europe have covered themselves with glory. Our riders may be counted upon to do the same, to rank with the world's best, whenever and wherever the colors call them. When you're ready, Uncle Sam,—say the word!

LATE NEWS

WALKER THE STAR AT SHEEPSHEAD BAY MEET; TAKES 100-, 20- AND 10-MILE "PRO" NUMBERS

Harley-Davidson Rider Leads Home Field of 30 Starters in Feature Event on July Fourth Card in 1 Hour, 17 Minutes and 2/5 Seconds; Henkel Takes Sidecar Number; Costello and Parkhurst Divide Other "Pro" Events; Farrell Best of Amateurs, But Bleacher Also Scores



Otto Walker, Who Took Lion's Share of Honors; Jacob Henkel, Winner of Sidecar Event; "Babe" Buttlar, a Runner-Up

NEW YORK, July 4.—Fully 7,500 spectators—and most of them motorcycle enthusiasts—saw Otto Walker drive his Harley-Davidson to victory in the 100-mile open "pro" number which was the "piece de resistance" of the ten-event program that was staged on the Sheepshead Bay Speedway here today.

Walker made the fifty circuits of the two-mile board track in one hour, 17 minutes and ⅖ seconds, having set the pace and shown the starting field of 30 the way throughout the greater part of the race. Harry Smith, connected with the establishment of Bob Brazenor, Brooklyn Harley-Davidson distributor, piloted a second machine of that make into second place so there is real joy tonight in all the Harley-Davidson camps hereabouts for Walker, the winner, is an employee of the Harley-Davidson Sales Co., of New York.

Mike Costello, who made no mean name for himself when the old Brighton Beach motordrome was running, took third place and Leslie Parkhurst fourth, both also riding Harley-Davidsons. George Hamilton piloted an Indian into fifth position, the remaining two "money berths" going to James French and Joe Gildersleeve, respectively, both of whom straddle Milwaukee-made machines.

Sidecar Race Raises the Curtain

The curtain raiser was a six-mile sidecar race which brought forth such a plentitude of entries that it was necessary to run it in heats. Thomas Monte, on a Harley-Davidson, took the first heat by a very slim margin from August Landan also on a Harley-Davidson, the time being 6:19⅕. The second heat proved easy for Jacob Henkel, Harley-Davidson, who played with the balance of the field and rolled home in 6:41⅖; second place was won by Frank Gross, Harley-Davidson. Henkel got a big hand in the final when he stepped on his blue combination and just beat out Landan at the line taking the event in 6:12⅗; Landan took second place and Monte third.

The four-mile amateur stock number drew an even dozen entries and proved a complete Harley-Davidson victory, riders of that make taking the affair in "one, two, three order." E. Bleacher won by a fair margin over Russell Holdermann, who took second place; George Smith came in for the bronze medal. The time for the affair was 3:13⅗.

Surprise in 10-Mile Pro.

The ten-mile "pro" stock affair proved the surprise of the day, for it gave most of the spectators their first visual evidence of the remarkable development of the pocket valve motor. Otto Walker and Leslie Parkhurst, both mounted on Harley-Davidsons of this type, opened up a tremendous lead on the balance of the field on the first lap and finished in the order named nearly half a lap ahead of the third man, George Sorenson, on a Thor. Walker's time was 6:58⅕.

Again in the ten-mile "pro" open number the pocket valve Harley-Davidson machines walked away from the balance of the field, the serious lack of competition being made evident by the fact that the time of 7:11⅖, made by Costello, the winner, was far slower than had previously been made in the stock number. Second place in the ten-mile open went to Parkhurst and third to Harry Smith, all on Harley-Davidsons, which ran consistently well and finished almost in a bunch.

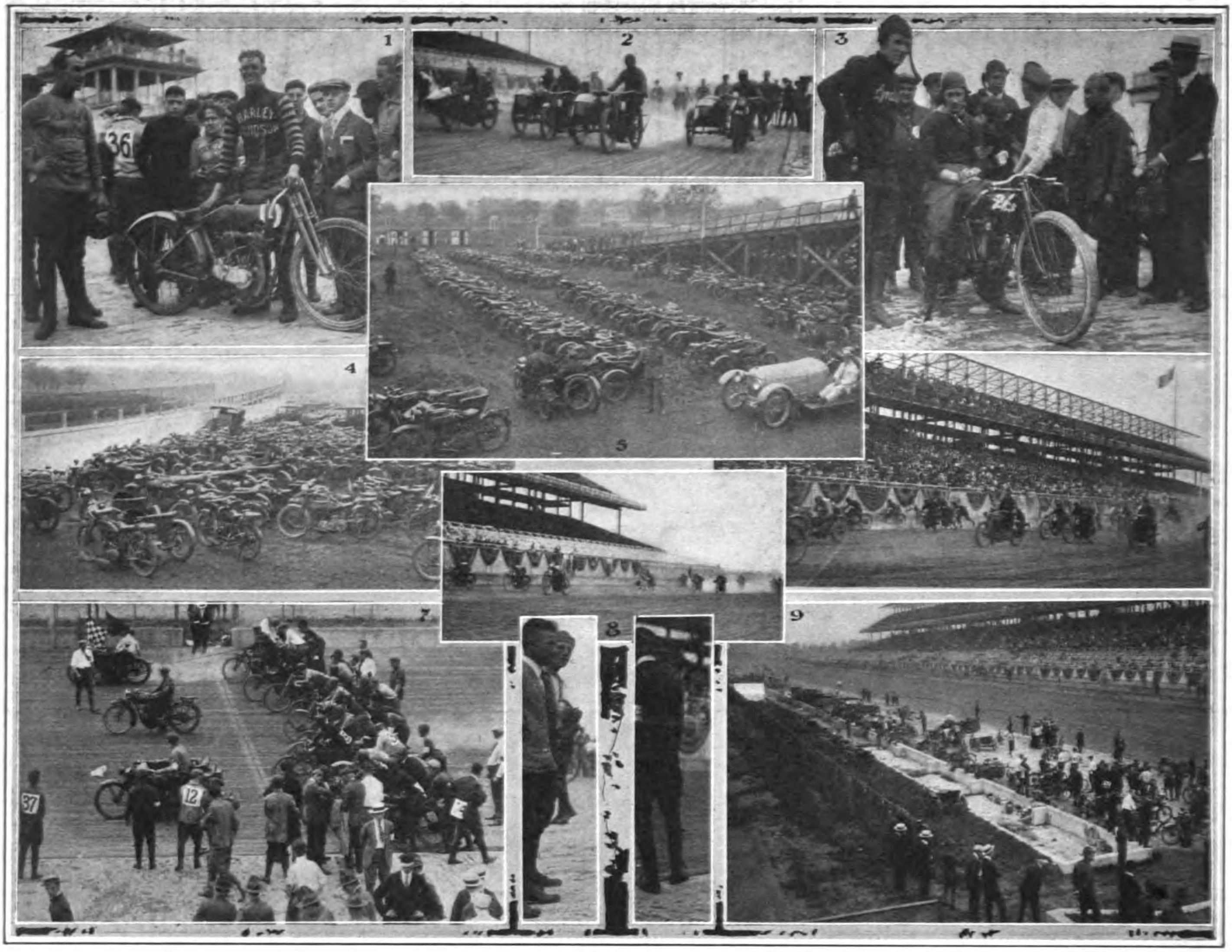
Farrell Cheers Up the Indian Camp

A measure of consolation came to the Indian riders when Joseph Farrell drove his Indian to victory in both the 20-mile amateur stock number, which he completed in 15:37⅘ and the ten-mile amateur open in which he returned to the tape the winner in 7:57 flat. E. Bleacher and Arthur Fisk on Harley-Davidsons took second and third places respectively in the 20-mile go. Bleacher also took second in the ten-mile number, third place going to "Babe" Buttlar on an Indian.

A week or so before the meet it had been agreed to eliminate eight-valve machines from competition, but as nothing on the track seemed at all capable of giving the pocket-valve Harley-Davidsons a run for their money, so to speak, and the meet bid fair to become boresome for want of adequate competition, L. G. Buckner rolled out an eight-valve Indian for the 20-mile "pro" number, fully aware that disqualification was the penalty for riding it and with the sole idea in mind of providing the element of competition that was lacking.

Walker on the Harley-Davidson and Buckner on the Indian made the race a

PICTORIALIZING THE SHEEPSHEAD SPEED PARTY



1, "Red" Parkhurst, Winner of the 6-Mile Pro. Event; 2, Start of Final Heat of 6-Mile Sidecar Race; 3, Joe Farrell, 10- and 2-Mile Amateur Winner; 4, Some of the Machines at the Trackside; 5, More of the Same; 6, Get-away of the 100-Mile Race; 7, Start of 20-Mile Stock Pro. Event; 8, First Lap in the 10-Mile Pro.; 9, a General View of the Pits

neck and neck affair throughout the first few rounds of the course, leaving the balance of the field far behind. A mishap later slowed the Indian rider up and Walker took the contest in good style; Buckner finished in second position and was immediately disqualified, second place going to Mike Costello, Harley-Davidson and third to Carl Lutgens on a machine of the same make. The time was 14:26.

Arthur Chapple, in full military attire, gave a two-mile exhibition flight on an eight-valve Indian, covering the distance in 1:25⅕ and receiving a great ovation from the assemblage.

Parkhurst, who took the lion's share of the glory of the last July Fourth Sheepshead Bay meet, and of whom so much was expected today, recorded his only win in the six-mile open "pro" which he took handily in 4:06. Despite the fact that he made only one first, however, Parkhurst rode well and was always well up with the leaders, either setting or hanging onto the pace in his characteristic style. Second place in the six-mile pro went to Costello, on a Harley-Davidson, while George Lockner took third on an Indian.

That same Indian of Lockner's, which he had tuned up to the last notch and termed a "Lockner special," furnished most of the sport accruing to the running of the 100-mile event. With it Lockner was able to hang on firmly to Walker and Costello, who set the pace throughout the greater portion of the contest, until a mishap finally put him out of the running, leaving the field clear for the Harley-Davidson riders.

Fans Waited for Big Feature

Although the feature number was not called until after six o'clock and did not finish until darkness was not far off, most of the better than 7,000 spectators stuck to see the finish and gave Walker a rousing cheer as he rolled across the tape a winner. It was a great day from start to finish; the weather was just right and not an accident of any consequence marred the sport. Many motorcyclists rode from neighboring states to see the speedfest.

Walker's Harley-Davidson was equipped as follows: Goodyear tires; Bosch magneto, Wright plugs. Parkhurst's Harley-Davidson was similarly equipped, while Costello used United States Tires, Dixie magneto and Splitdorf plugs. Bleacher, who took the four-mile amateur on a Harley-Davidson used Goodyear tires, Bosch magneto and Wright plugs and Henkel's Harley-Davidson was fitted with Rogers sidecar, Remy generator, Firestone tires, and Splitdorf plugs. Farrell's Indian was shod with Goodyear tires and he used a Bosch magneto and Rex plugs.

The summaries:

Six Mile Sidecar—First heat—Won by Thomas Monte, Harley-Davidson; August Landan, Harley-Davidson, second. Time, 6:19⅗. Second heat—Won by Jacob Henkel, Harley-Davidson; Frank Gross, Harley-Davidson, second. Time, 6:41⅖. Final heat—Won by Jacob Henkel, Harley-Davidson; August Landan, Harley-Davidson, second; Thomas Monte, Harley-Davidson, third. Time, 6:12⅗.

Four Mile Amateur Stock—Won by E. Bleacher, Harley-Davidson; Russell Holdermann, Harley-Davidson, second; George Smith, Harley-Davidson, third. Time, 3:13⅘.

Ten Mile Pro Stock—Won by Otto Walker, Harley-Davidson; "Red" Parkhurst, Harley-Davidson, second; George Sorensen, Thor, third. Time, 6:58⅕.

Twenty Mile Amateur Stock—Won by Joseph Farrell, Indian; E. Bleacher, Harley-Davidson,

(Continued on page 27)

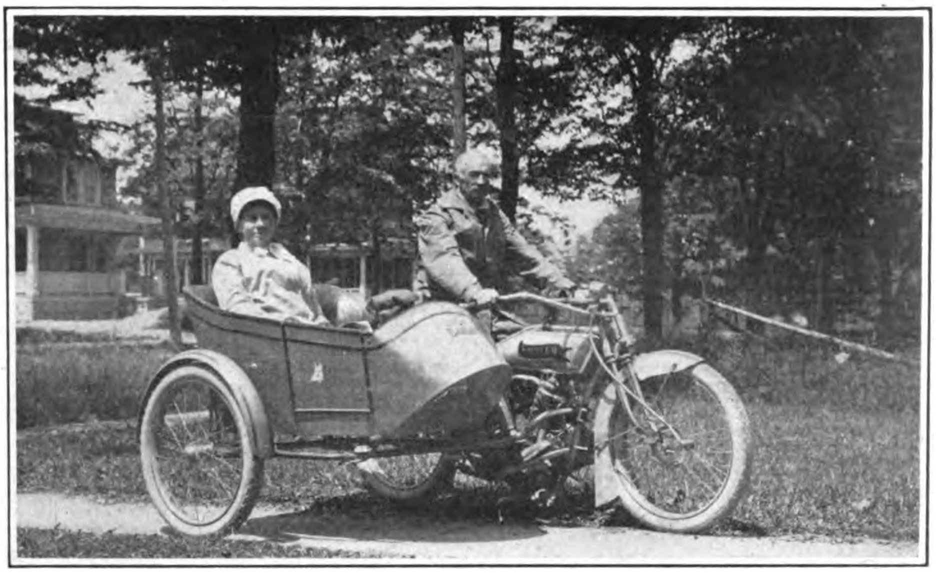
PLAN BOARDWALK PARADE

Big Procession of Decorated Bicycles to Feature Convention Program

NEW YORK, July 9.—One of the most interesting features promised for this year's convention of the Cycle Industries at Atlantic City is a big bicycle parade to be staged on the famous boardwalk. The details of this angle of the program are now being carefully worked out, and it is believed that the parade can be made so successful that it will become a prominent feature of the annual trade gathering at the shore resort. It is the intention to present all the various phases of cycledom in the procession, and to offer prizes for the most attractive single machines and floats.

The parade proposition and other convention details were taken up at the meeting of the United Cycle Trades Directorate at the headquarters, 373 Broadway, New York, on June 29. Those present were: President, D. F. Printz; treasurer, Louis Schwab; secretary, C. F. Olin; Messrs. Grady and Fogarty, and Manager Rinck.

THE EMBLEM KEEPS THIS SEASONED RIDER YOUNG



Mr. and Mrs. A. L. Turner, of Randolph, N. Y., Use This Outfit Almost Daily; Mr. Turner Is Nearing Sixty, But Enjoys Every Mile of His Trips

CONTINENTAL SALES CHANGES

ERIE, Pa., July 9.—The following changes have been announced in the sales force of the Continental Rubber Works: Carl J. Zeffer has been appointed Pacific Coast manager, with headquarters in San Francisco, and will be succeeded in the Southern territory by R. V. Davis. Mr. Davis has been traveling for the company in New England. B. F. Crain, one of the company's salesmen traveling among dealers in the South, has been transferred to the New England territory, succeeding Mr. Davis.

HARLEY-DAVIDSON PICTORIALS

MILWAUKEE, Wis.—The Harley-Davidson window pictorial service has issued two attractive sheets, one featuring the San Jose hill-climb, in which Dudley Perkins and Robert Fritz carried away first and second places on Harley-Davidsons in the open event.

The other poster is designed to appeal to the fisherman, and shows a layout of six photos in which the solo motorcycle and the sidecar are used in angling pastime.

NEWSY NUMBER OF TIRE MERCHANT

ERIE, Pa., July 9.—The current number of *The Tire Merchant*, the house organ of the Continental Rubber Works, devotes special attention to Vitalic tires for bicycles. An interesting item is printed from F. Navas & Co., of Havana, Cuba, who state that Vitalic bicycle tires are enjoying remarkable popularity on the island because of their ability to withstand the terrific usage given them over the rutted and rock-strewn Cuban roads.

Another section of *The Tire Merchant* is devoted to reproduction of unusually striking bicycle tire advertisements which have appeared in national magazines.

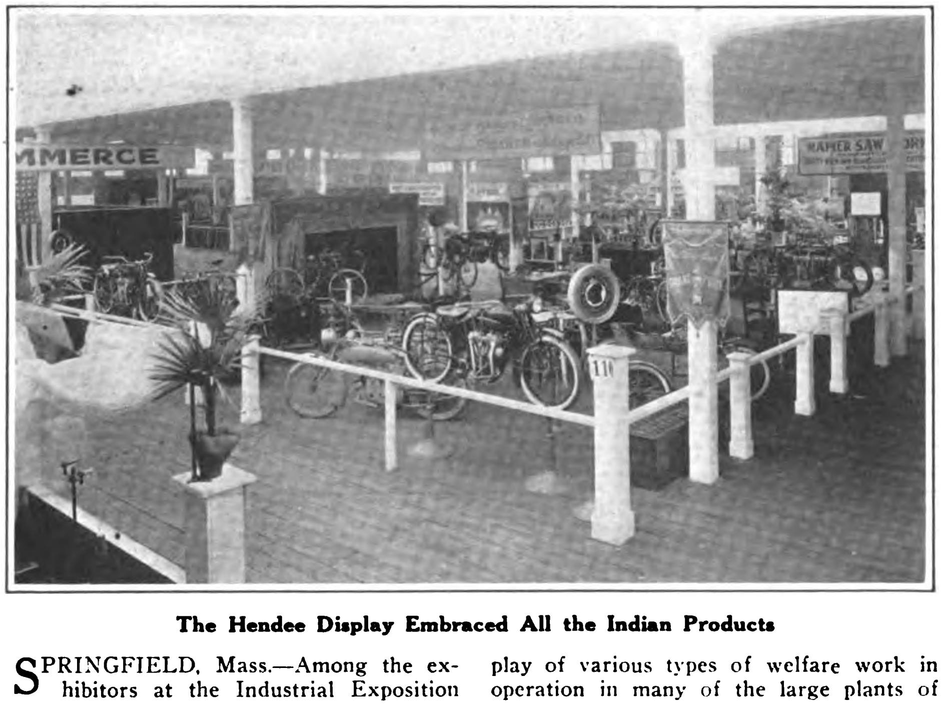
MORE ARMY ORDERS IN SIGHT

KANSAS CITY, Mo., July 9.—Frank Simmons, factory representative of the Harley-Davidson, is negotiating with army authorities at Fort Leavenworth, Kan., concerning the purchase of Harley-Davidson motorcycles to be used by the troops. It is understood that a considerable number of machines will be purchased soon.

NEW DEPARTURE LABORATORIES

BRISTOL, Conn., July 2.—Indicative of the extreme care which enters into the manufacture of the cycle parts and other products turned out by the New Departure Mfg. Co., is the fact that this concern maintains a perfectly equipped laboratory for sampling and experimenting upon the raw materials which enter into its varied products. As a matter of fact there are five New Departure laboratories, each complete and fully equipped in itself. They are a chemical laboratory, metallurgical laboratory, physical laboratory and department of tests and a photo laboratory.

INDIAN EXHIBIT AT INDUSTRIAL EXPOSITION



The Hendee Display Embraced All the Indian Products

SPRINGFIELD, Mass.—Among the exhibitors at the Industrial Exposition and Export Conference recently held at the Eastern States Agricultural and Industrial Exposition grounds, Springfield, Mass., was the Hendee Manufacturing Company. The conference was so successful that it is very likely that it will become an annual affair.

Besides the exhibiting of many of the country's leading manufactured products, there was held a daily export conference at which subjects pertaining to foreign business were discussed. A complete display of various types of welfare work in operation in many of the large plants of the country attracted the attention of many foreign visitors to the fair.

W. C. Blood, manager of the Foreign Department of the Hendee Manufacturing Company, was in charge of the Indian exhibit, assisted by other members of the Hendee staff. The Hendee Manufacturing Company's display consisted of their full line of motorcycles and bicycles, as well as several feature outfits, and aroused much interest among the throngs of visitors.

HOW HANLON BECAME A SMITH FLYER RECRUIT

W. A. Hanlon, Pantomime Favorite, Met the Eddie Foys in Toronto Recently. The Young Foys Showed Him Their Smith Flyer. "It Looks Good to Me," Pantomimed Hanlon, "I'll Get One." Hanlon Struck Milwaukee a Week Later and Bought a Flyer Which He Is Now Using on the Stage.

PRACTICAL PATRIOTISM

Harley-Davidson Girls Give Up Annual Outing to Assist in Red Cross Work

MILWAUKEE, Wis.—The girl employes of the Harley-Davidson Motor Company have decided that one of the ways in which they can "do their bit" is by having the entire membership of the Girls' Welfare League join the Red Cross. The fund to be used in securing Red Cross memberships is one that had been set aside for an outing this Summer. The girls decided that the Red Cross fund came first, and agreed to forego the picnic.

GIVING INDIAN PUBLICITY A GENUINE OPEN AIR PUNCH

Ad. Manager J. A. Priest, of Hendee Mfg. Co., and C. P. McDonald, Advertising Counsel, Conferring Over a Story Atop the Indian Factory at Springfield.

HONEYMOON BY SIDECAR

Hugo Young and Bride Enjoy Six-Day Wedding Trip With a Flxible

LOUDONVILLE, O.—Hugo H. Young, inventor of the Flxible sidecar and general manager of the company which produces it, was married on June 6 to Miss Mabel Miles, of Mansfield, O. Following the ceremony the happy pair scorned the effete Pullman and started their honeymoon a la motorcycle and Flxible sidecar.

After a ramble of six days through some of the finest scenic sections of the State, Mr. and Mrs. Young put their unqualified O. K. upon the motorcycle and sidecar as a means of getting the most out of a road jaunt.

NEW DEPARTURE BONUS

Company Will Show Its Appreciation of Co-operation Given by Employes

BRISTOL, Conn., July 9.—Announcement is made by the New Departure Mfg. Company that it will pay a mid-summer bonus to its employes on July 14. Those who have been in the company's employ three months or more will receive an extra week's wages; those who have been on the staff for a month, or less than three months, will receive an extra half week's wages. The payment will be based on a 50-hour week and the hourly rate, and the plan has naturally scored a big hit.

In referring to the bonus, President Page made the following statement:

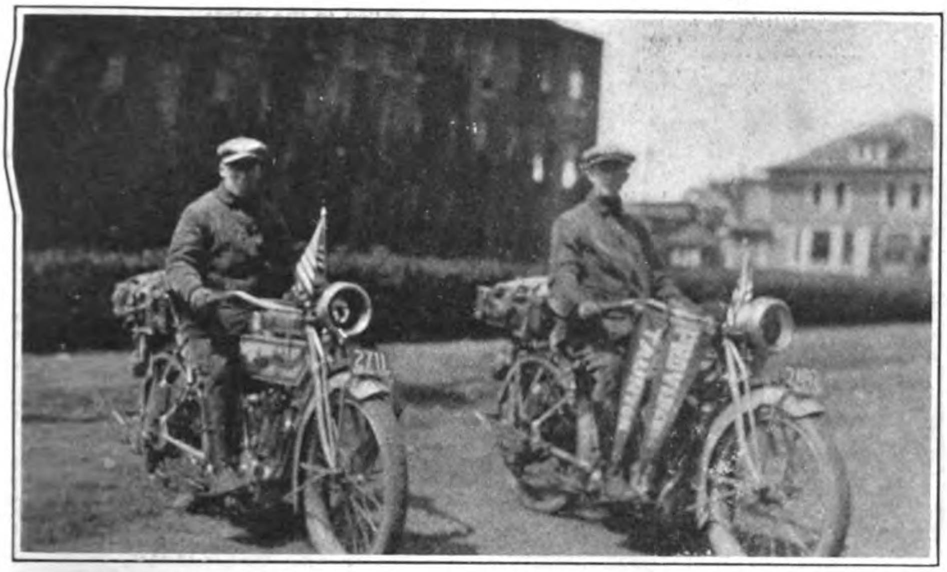
"The business year of this company closes on June 30. The year has been a period of activity throughout the plant. You have been asked to work overtime in order that our customers might not be without our product.

"Your willingness to co-operate with us is very much appreciated, and we desire to express that appreciation in a practical way and so announce a mid-summer bonus to be paid in cash to all employees who have been with us for one month or more, and are still in employ on date of payment.

MORE MOTORCYCLES WORKING FOR UNCLE SAM

Three Indian Sidecar Combinations and a Solo Mount Sold by the G. H. Westing Co., Indianapolis, for Dispatch Service at Fort Benjamin Harrison

NO-TROUBLE TRIP OF 2,045 MILES ON POPES



Abelson and Peterson Snapped at the Westfield Factory

BEVERLY, Mass., July 9.—Thomas Abelson and Harold Peterson, of this city, have just tucked away a neat little efficiency record of 2,045 miles on Pope machines without a stop for trouble of any kind.

They started by taking part in a Gypsy Tour of 218 miles through the rain, and started off the following day for Washington, D. C. On the way down from Philadelphia they struck a stretch of road which was covered with small boulders and steeped in oil. Still their machines never missed a stroke and their Firestone tires gave perfect service.

From Washington they went to Richmond, Va., then headed back northward. The run from Washington to Peekskill, N. Y., was made from 9 a. m. to 10 p. m. in one day. On their way from Peekskill to Albany a detour forced them through red clay almost hub deep, but they were not stalled. The riders were naturally enthusiastic over the performance of their machines, and Abelson, just to ascertain what his regular gas consumption was, measured out one gallon at Worcester and covered the 68 miles to Westfield without refilling.

PLAN NOVEL COMPETITION

Buffalonians and Rochester Riders Will Strive for Cup in Three Runs

ROCHESTER, N. Y., July 9.—Art Rochow, who acted as manager for the Rochester Gypsy Tour, is working at top speed on plans for the Queen City endurance run, to be held late this month. The run will be unique in that it will provide a contest between the motorcyclists of Rochester and those representing Buffalo. A handsome cup is to be awarded, on a three-legged basis, the club winning it twice to keep it. One run is to be held on July and another in September.

On the first run between Rochester and Buffalo the roads to be covered are 80 per cent. good, while in the second run, from Buffalo to Rochester, the route selected will be 80 per cent. bad. An attractive list of individual prizes in the way of merchandise has been arranged for individual high scorers.

The dealers of Rochester and Buffalo are financing the proposition and have placed Mr. Rochow in charge.

AHAMO M. C. DISBANDS

OMAHA, Neb., June 26.—The Ahamo M. C., at its meeting held June 21, voted to disband. Financial difficulties, together with the fact that the Omaha M. C., the State's largest club, is handling the local situation in a capable manner, resulted in the Ahamo club's retirement. Practically all of the 20 or 25 members who comprised the club have joined the Omaha M. C.

ANOTHER MESINGER RECORD

NEW YORK, July 9.—The Mesinger motorcycle saddle, produced by the H. & F. Mesinger Mfg. Co., has just added another record to its list by capturing 1918 equipment contracts for both the Indian and Harley-Davidson lines within three days.

F. A. M. NOTES

ANOTHER MOUNT MISSING

WESTBORO, Mass., July 9.—John Lopas, 17 Commonwealth Ave., West Newton, Mass., informs Secretary Gibson, of the F. A. M., that his Harley-Davidson motorcycle has been stolen. The motor number is 1267-K, and the mount is a three-speed with gas lighting equipment, F-N tandem and Blue Streak tires.

F. A. M. REPORTS COMING

WESTBORO, Mass., July 9.—Secretary G. B. Gibson announces that the annual F. A. M. reports covering the offices of the secretary and treasurer are now being prepared and that they will be ready for publication as soon as the accounts have been audited.

MORE "PEP" NEEDED, BOYS!

WESTBORO, Mass., July 9.—The warm weather of the last ten days appears to have had its effect upon F. A. M. membership boosters. No member succeeded in gathering five new applications for the week of July 7, and it is therefore announced that no contest award will be made for that period.

THREE MORE F. A. M. BOOSTERS

WESTBORO, Mass., July 9.—Secretary-treasurer Gibson announces that he has just sent F. A. M. literature to F. L. Zimmerman, Jr., 1340 Oakland St., Shreveport, La., William Fry, Chambersburg, Pa., and C. P. Rustemeyer, 43 Julius St., Hartford, Conn.

READING M. C. PATRIOTISM

READING, Pa., July 9.—The Reading M. C. has given proof of its patriotism by authorizing its officers to buy Government war bonds with club funds if they see fit. The club is well fixed financially.

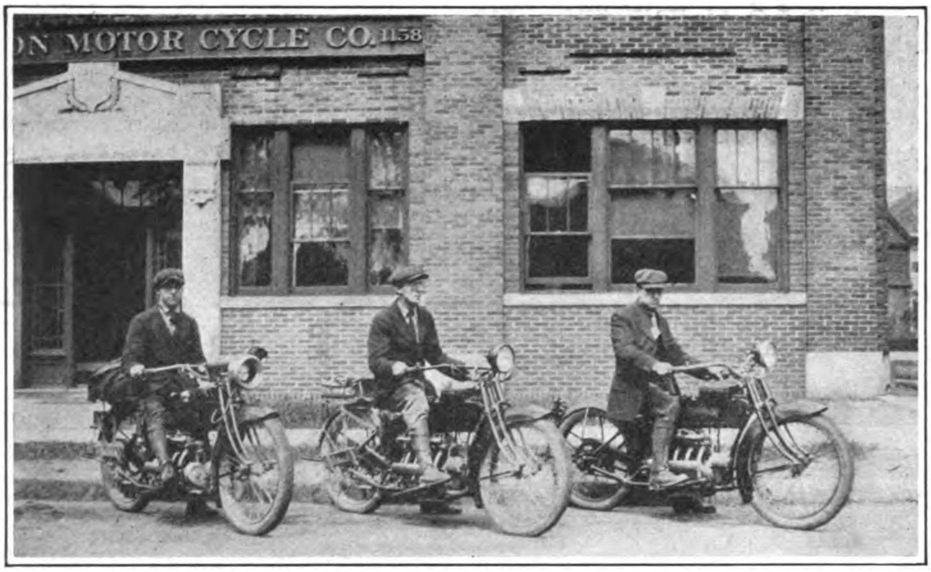
HELD A FAMILY OUTING

PROVIDENCE, R. I., July 8.—The Providence Motorcycle Club held off from its usual hard grind to-day and participated in a family party.

THE POPE ON PICTURESQUE CUBAN HIGHWAYS

B. Carbo, Pope Representative in Cienfuegos, Cuba, with His Two-Speed Twin and a Sidecar Passenger; Carbo Reports Sales Lively

WEATHER MAN COULDN'T HALT MERKEL'S TRIP



The Merkel Party at the Henderson Plant

ROCHESTER, N. Y.—Charles A. Merkel, the Henderson dealer in this city, has just finished an interesting tour in the course of which he combined business and pleasure very effectively. Merkel hadn't been able to get machines from the factory as quickly as the demands of his customers required, so he felt that a little personal persuasion might speed deliveries.

He therefore organized a three-man touring party, with Arthur Gough and George Myers as the other two members, and pointed the helms of their motorcycles toward Michigan. The weather man injected large bunches of additional interest into the trip, as the roads were in very bad shape at many places on account of the heavy rains of preceding weeks. The final stretch from Toledo to Detroit was especially unappetizing, and the party was forced to take to the interurban trolley tracks and ride the ties for a few miles, where the road was torn up near Monroe.

The arrival at Detroit was made in good time in spite of conditions, however, and on looking over their accounts they found that each of the three machines had averaged more than 75 miles per gallon.

CIRCULAR FROM CHASE

Cycle Parts Convention Chairman Sends Out Notice Concerning Hotels

NEW YORK, July 10.—Chairman Frank Chase, of the Entertainment Committee in charge of the Cycle Parts Convention program to be staged in Atlantic City, August 6-10, has just sent out to the trade a circular referring to hotel accommodations and the general facilities that will be afforded at the Traymore, the official headquarters, for making a social as well as a business success of the annual affair. Emphasis is placed upon the fact that hotel reservations should be made reasonably early, and that trade representatives should make an earnest effort to be present on the first day of the convention, Monday, August 6.

The official program is now receiving the finishing touches and will be ready for publication in a week or ten days.

TRADE NOTES FROM SAN FRANCISCO AND VICINITY

SAN FRANCISCO.—Arthur Davidson, sales manager of the Harley-Davidson Motor Company, is now in San Francisco and will make a flying trip through Coast territory.

A. T. Smith, San Francisco branch manager for the Firestone Tire & Rubber Company, is in the East on a business trip.

R. Krupke, of Redwood City, will open a store there soon in which he will handle the Cleveland lightweight motorcycle.

S. L. Fisher, local office manager for the Firestone Company, will for the present have charge of the Seattle office of the company.

L. S. Harriman, formerly with the Weinstock-Nichols Company, has succeeded V. J. Brannen with the Firestone Tire & Rubber Company, Mr. Brannen having been called to the colors.

WALKER STARS AT SHEEPSHEAD

(Continued from page 20)

second; Arthur Fisk, Harley-Davidson, third. Time, 15:37⅘.

Ten Mile Pro Open—Won by Mike Costello, Harley-Davidson; "Red" Parkhurst, Harley-Davidson, second; Harry Smith, Harley-Davidson, third. Time, 7:11⅗.

Ten Mile Amateur Open—Won by Joseph Farrell, Indian; E. Bleacher, Harley-Davidson, second; "Babe" Buttlar, Indian, third. Time, 7:57.

Twenty Mile Pro Stock—Won by Otto Walker, Harley-Davidson; Mike Costello, Harley-Davidson, second; Carl Lutgens, Harley-Davidson, third. Time, 14:26.

Two Mile Exhibition—Art Chapelle, 8 valve Indian. Time, 1:25⅕.

Six Mile Pro Open—Won by "Red" Parkhurst, Harley-Davidson; Mike Costello, Harley-Davidson, second; George Lockner, Lockner Special, third. Time, 4:06.

One Hundred Mile Pro Open—Won by Otto Walker, Harley-Davidson; Harry Smith, Harley-Davidson, second; Mike Costello, Harley-Davidson, third; "Red" Parkhurst, Harley-Davidson, fourth; George Hamilton, Indian,* fifth; James French, Harley-Davidson, sixth; Joe Gildersleeve, Harley-Davidson, seventh. Time, 1:17:00⅗.

A Safeguard Against Accident When Standing

A GOOD plan when leaving the machine standing beside the curb is to turn the handlebars in a little, so that the outer grip just about lines up with the outer side of the saddle.

I have known personally of several machines which have been knocked down, dragged along and more or less injured, by careless automobile (mostly irresponsible jitney) drivers, who did not notice the projecting handlebars and caught them while passing. But no driver is usually so careless as to run close enough to hit the main body of the motorcycle.

Thus if the handlebars are turned in as suggested, they are not likely to be struck by any passing vehicles, and the motorcycle will not be pulled over.

SEVEN MORE ADDED TO UNCLE SAM'S GROWING LIST

MAGGINI & PERKINS
HARLEY-DAVIDSON MOTORCYCLES
HARLEY-DAVIDSON
Firestone MOTORCYCLE TIRES
HARLEY-DAVIDSON
VALVOLINE MOTOR OILS
AUTO SEAT & TRIM

Maggini & Perkins, of San Francisco, Sold These Harley-Davidsons a Few Days Ago to the Quartermaster's Department, Presidio, for Army Work

RECORD CROWD SEES POTTSTOWN RACES

Carey Mears Reels Off Five Miles in 6:36 4/5 at Baltimore; Big Crowd Sees Verrill and Other Stellar Speedsters

BALTIMORE, Md., July 9.—Carey Mears, of Baltimore, hung up a new record for sidecar work on a half-mile track when he reeled off five miles in 6:36⅘ at the Gentlemen's Driving Track on July 4, under the auspices of the Maryland Motor Association. According to the judges, the best previous record for a contest of this kind was 7:14. Mears covered the first half-mile in this race in 39 seconds.

The turnout of motorcycle enthusiasts for the meet was one of the largest ever seen in Baltimore and vicinity.

The match race between Kenneth H. Verrill, of Los Angeles, Cal., known to the cycle world as "Crazy Horse" Verrill, and Matthew Neil, of Wilmington, Del., was split into two heats of five miles each. The first heat was won by Neil. Verrill got a bad start owing to a leak in his gasoline tank. As soon as the pistol was fired and he gave motion to the machine a tiny flame was seen to come from it. This the rider was forced to extinguish with his hand. By that time Neil had a good start and was never overtaken.

The second heat went to Verrill in faster time and made a third heat necessary, which was also won by "Crazy Horse."

The open professional sidecar race for five miles was made a qualifying affair owing to the large number of entries. The qualifying heats were for three miles and the first was won by Carey Mears, in 4 min. 2⅘ sec., with Frank Chenowith second; while the second was won by Irving Hammond in 4 min. and 15 sec., with L. C. Hooper second.

The final heat of five miles was won by Mears in 6 min. 36⅘ sec., the record for the style of car and for the track. Chenowith came in second in the final heat.

The second open race with sidecars was also won by Mears, in 6 min. and 40 sec. Chenowith was also second in this contest. It was in this race that the first half-mile lap was covered in 39 seconds, the world's record for the distance and with motorcycles racing with sidecars attached.

There was a special match race of five miles between Verrill and Neil, sharp rivals in the professional class. This was also won by Verrill in 5 min. 59⅘ sec.

The prizes were silver trophies and silver cups in all the races except the 10-mile event, where the prizes were $35 to the winner and $15 to the second man. Summary:

Two-mile Novice (amateur, stock lightweight); prize, silver cup. Howard A. French, Jr., Indian, first; Norris E. Hook, second.

Five-mile, Professional (30-50; open)—Kennith H. Verrill, Indian, first; Matthew Neil, Indian, second. Time 5:59⅘.

Five-mile Side Car, Professional, Open—Carey Mears, Indian, first; L. C. Hooper, Excelsior, second; Irving Hammond, Harley-Davidson, third. Time 6:36⅘.

Ten-mile (professional, 30-50; open); run in three heats of five each. First heat won by Matthew Neil, Indian. Time 5:56⅘. Second heat won by Kenneth Verrill, Indian. Time, 5:55. Third heat to decide winner between Verrill and Neil, won by Verrill. Time 5:45⅘.

Five-mile Side Car, Open, Professional—Carey Mears, Indian, first; Frank Schenuit, Indian, second; L. C. Hooper, Excelsior, third. Time 6:40.

RACES AT HAGERSTOWN

Two-Mile Solo and Two-Mile Sidecar Events in Big General Athletic Card

HAGERSTOWN, Md., July 9.—It is estimated that no less than 10,000 persons saw the motorcycle races and other athletic contests held in connection with the annual meeting of the Cumberland Valley Volunteer Firemen's Association, on the Hagerstown Interstate Fairgrounds, July 4. A two-mile motorcycle race was won by Stall Campbell, with G. E. Davis second, and S. E. Burger third. Time 2:52.

A sidecar race at two-miles was won by Ned Lambert, with John France second, and Ray Lewis third. Time 2:55.

GOLD WATCH FOR BIER

Members of Wheeling M. C. Show Appreciation of Their President's Services

WHEELING, W. Va., July 10.—At the latest meeting of the Wheeling M. C. a highly enthusiastic report was submitted concerning the club's Gypsy Tour. The program scored such a hit with the riders that arrangements have been made to cancel the annual two-day endurance run and hold another two-day tour through the State of Ohio instead. It was definitely announced that the club's annual hill-climb will be held on Thanksgiving Day.

When the refreshments were disposed of a number of the prominent boosters delivered impromptu speeches. C. Ebeling spoke of the club's remarkable progress, and at the conclusion of his talk presented J. L. Bier with a gold watch and chain that the members had bought for him as a token of their appreciation of his work in the interest of the club.

DEALERS IN MATCH RACE

Bootz and Alberts Meet at Mason City to Decide Question of Speed

MASON CITY, Ia., July 9.—Riders from points in northern Iowa gathered at Mason City on July 1 to witness a race between Fred Bootz, local Indian dealer, and Ira Alberts, Harley-Davidson dealer in Waterloo. The race was pulled off in heats, Alberts taking the first heat in 46⅖. The second heat went to Bootz in 45⅕. Alberts developed ignition trouble during the second heat and refused to ride the final until adjustments could be made on his machine. Jack Livingston, of Waterloo, then took Bootz on and finished first in three straight trials. Livingston rode a short coupled 1916 Harley-Davidson, and one of his heats was clocked in 43⅗.

Six dealers from surrounding towns were present, and assisted by L. H. McDonald, Iowa Harley-Davidson traveler, they arranged for a barbecue to be held at Iowa Falls at midnight, August 4. Active cooperation has been promised by dealers and riders in Des Moines, Marshalltown and Ft. Dodge, and a big program is looked forward to.

BAND MAKES BOW TO PUBLIC

BRISTOL, Conn., July 9.—The New Departure band, now made up of 40 pieces, made its initial appearance in a concert program at Endee Manor on the evening of July 4. During the band concert and later there was a display of fireworks.

RECORD CROWD SEES POTTSTOWN RACES

Professional Honors in Holiday Meet Go to Frank Craddock; Albright and Mote Share Amateur Spoils

POTTSTOWN, Pa., July 9.—About 10,000 people witnessed the Fourth of July motorcycle races on the mile oval here. Competition was keen, and the only accident was one in which Emil Ritner, of Pitman, N. J., was thrown from his machine. Ritner is in the hospital, but will recover.

Frank Craddock, of Philadelphia, riding an Indian, took the professional honors of the day, winning both the five and 10-mile events in his class. R. H. Albright, Pottstown, won the five-mile amateur event with his Harley-Davidson, and William Mote, of Harrisburg, showed the way home in the 10-mile amateur event. The 25-mile Interstate championship race went to Charles Suddith, of Indianapolis, on a Thor. Suddith traveled his last seven miles at an average of 56 seconds to the mile. Summaries:

Five-mile professional—Won by Frank Craddock, Indian, Philadelphia; second, Theodore Craddock, Indian, Philadelphia; third, William Denham, Excelsior, Washington, D. C. Time, 4:40.

Five-mile amateur—Won by R. H. Albright, Harley-Davidson, Pottstown; second, Ernest Desimond, Indian, Radnor; third, William Mote, Thor, Harrisburg. Time, 4:54.

Ten-mile professional—Won by Frank Craddock, Indian, Philadelphia; second, Theodore Craddock, Indian, Philadelphia; third, William Denham, Excelsior, Washington, D. C. Time, 9:10⅗.

Ten-mile amateur—Won by William Mote, Thor, Harrisburg; second, Ernest Desimond, Indian, Radnor; third, H. D. King, Excelsior, Warren, O. Time, 10:20⅗.

Twenty-five-mile Interstate Championship—Won by Charles Suddith, Thor, Indianapolis; second, Frank Craddock, Indian, Philadelphia; third, Theodore Craddock, Indian, Philadelphia. Time, 23:47⅕.

Five-mile sidecar event—Won by R. H. Albright, Harley-Davidson, Pottstown; second, Henderson Scott, Indian, Philadelphia; third, C. E. Early, Harley-Davidson, Harrisburg. Time, 6:06.

ANOTHER HANFORD TRIP

Los Angeles Enthusiasts Do Some Climbing With Henderson Outfit

LOS ANGELES, July 9.—Mr. and Mrs. Burke Hanford, of Vallejo, using a 1917 Henderson and sidecar, have returned from an interesting trip to Alum Rock at San Jose, and Lick Observatory, at Mt. Hamilton.

Referring to the performance of his Henderson, Mr. Hanford has this to say: "Mt. Hamilton is a corker of a climb, there being nothing on the ridge route to compare with it for grade and curves. It is 26 miles long and mostly UP. We used seven pints of gasoline and one pint of oil on the whole trip of 52 miles, which makes an elevation of 4,400 feet."

Mr. and Mrs. Hanford recently made a trip from Vallejo to Mexico and return, keeping a careful record of the fuel used on the trip of 1,348 miles. The total consumption of fuel on the trip was 25½ gallons and the oil consumption totaled 5½ quarts.

ALL READY FOR "USCO" RUN, SAYS ELLIS

Big Field Is Promised for New York-Albany Contest July 15; Attractive List of Trophies and Merchandise Prizes

NEW YORK, July 10.—George "Usco" Ellis, New York State F. A. M. Commissioner and perennial booster, announces that plans are complete for the "Usco" run, to be held July 15, from New York to Albany and return. Bulletins from club officials and well known riders throughout the Metropolitan District indicate that there will be a big field and a strong one. Those who have not yet signed up are invited to get in touch with Commissioner Ellis, 57 Caroline avenue, Yonkers, N. Y., at once and obtain entry blanks.

The following list of prizes and their donors is announced:

Mayor Lennon, of Yonkers.—Silver cup to club having the largest number of entrants finish.

Hendee Trophy.—Silver cup to contestant with highest consistency score, riding solo.

Harley-Davidson Trophy.—Silver cup to contestant with highest consistency score riding sidecar outfit.

Goldburg Furniture Co.—Easy chair to Yonkers rider making best showing.

Usco Trophy, United States Tire Co.—Silver cup to novice finishing with highest consistency score riding solo or sidecar.

Ellis Trophy.—Silver loving cup to lady rider finishing with highest consistency score.

Witherbee Igniter Co.—One type 4 "X" battery.

Chicago Cycle Supply Co.—One motorcycle headlight.

Diamond Chain Co.—One pair extra heavy chains.

Splitdorf Electrical Co.—One pair gold-plated spark plugs.

Angsten Koch Co.—One Ride-Easy tandem attachment and motorcycle locks.

Persons Mfg. Co.—One Pan-Dandy saddle.

Rogers Mfg. Co.—Accessories to value of $5.00.

H. & F. Mesinger Mfg. Co.—One Air-cushion saddle.

The Standard Co.—One pair No. 3 motorcycle pedals.

The Veeder Mfg. Co.—One cyclometer.

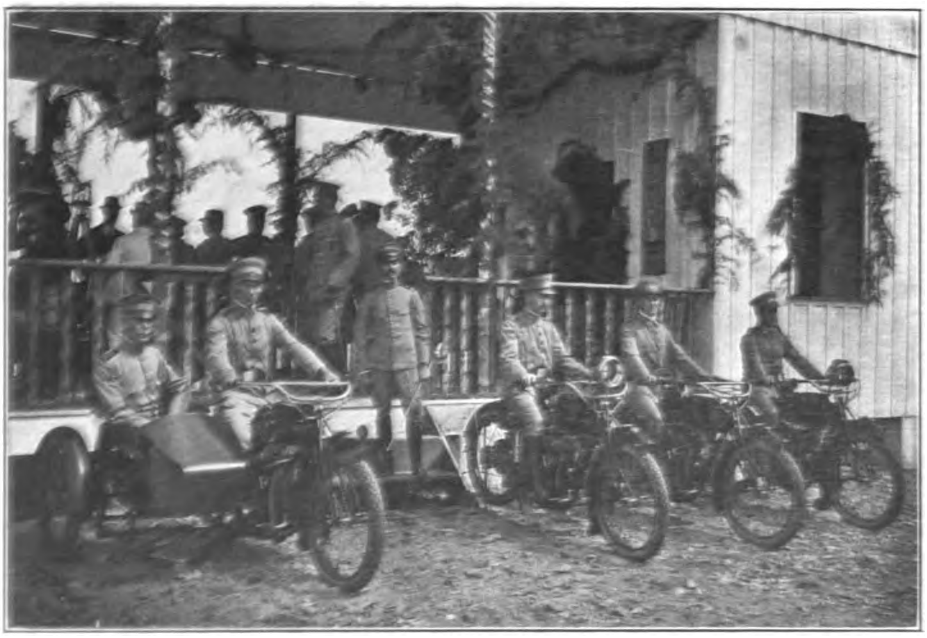
A LIGHTING DECISION

Driver of Unlighted Wagon Held Partly Responsible for Accident

NEW YORK, July 9.—Motorcyclists of New York State, who have long recognized the menace of horse-drawn vehicles that use the roads at night without lamps, will be interested in a recent court decision involving an automobilist and the owner of a horse and wagon. The two vehicles came together at a turn in the road, and the owner of the motor car was sued for damages. The court found that the driver of the motor car was guilty to a degree because of the manner in which he made the turn, but that the complainant had contributed materially to the accident because of his failure to carry a light of any kind on his wagon.

Commenting upon the situation, *Bench and Bar*, a monthly magazine devoted to legal matters, states that in all probability the drivers of more than half the horse-drawn vehicles in New York State pay no attention whatever to the requirements of the law concerning lights. It is pointed out that the local decision referred to should have a far-reaching effect in educating drivers of horse-drawn vehicles to a realization of their responsibilities on the road at night, and in reducing the danger of accidents due to motor vehicles approaching wagons, especially on turns, without being able to distinguish them in the darkness. Some of the most serious motorcycle accidents of recent years have resulted from riders striking wagons that were picking their way along country roads without a light of any kind to indicate their presence.

BRAZILIAN CONSTABULARY FAVOR THE MOTORCYCLE



Latest Evidences of Efficiency in the South American Republic.

THE sturdiness and speed of the motorcycle is being well appreciated in Brazil. Messrs. Paul J. Christoph Co., agents of the Hendee Manufacturing Co., report that a motorcycle squad has been added to the already efficient Brazilian Constabulary. Picked men were mounted on Indians, a sidecar being attached to one machine for the commanding officer, and they have already been able to enlarge greatly their sphere of activity and general usefulness. The motorcycle's popularity has increased rapidly of late in both civic branches and general pleasure service throughout Brazil.

FLETCHER'S CLEAN-UP

Takes First Place in All Events at Coshocton Meet Staged by Elks

COSHOCTON, O., July 9.—Fully 10,000 people saw J. B. Fletcher, mounting a four-valve Harley-Davidson, win all three events in the Elks' racing program here July 4. The summaries:

Five miles—J. B. Fletcher, Harley-Davidson, first; Ray Bucher, Indian, second, and Rollie Bloom, Harley-Davidson, third. Time: Six minutes, 12 seconds.

Ten miles—J. B. Fletcher, Harley-Davidson, first; Ray Bucher, Indian, second; Rollie Bloom, Harley-Davidson, third. Time: 12:48.

15 miles—J. B. Fletcher, Harley-Davidson, first; Rollie Bloom, Harley-Davidson, second; Frank Strohl, Indian, third. Time: 18:40.

The races were under F. A. M. sanction.

SPANISH HILL-CLIMB

Indian Riders Make Best Records on Famous Grade Near Cataluna

CATALUNA, Spain.—The fifth annual hill-climb of the Royal Motor Club of Cataluna, was held on the famous Bruchs Hill at the foot of the steep and beautiful Montserrat Mountains. This is one of the big sporting events among Spanish motorists, and always attracts a large field of entries.

The motorcycle races brought out machines representing England and France, as well as the United States, and the spectators were thrilled at the way the speedy machines negotiated the steep and winding hill. The best time for the day was made by Mily Rody, who piloted an Indian up the course in 11 minutes 5 seconds. The next best time was made by "F. E. S.," also on an Indian, who carried a tandem passenger up the hill in 11 minutes 9 seconds.

INVITE SPENCER AND KRAMER

TORONTO.—An invitation has been extended by the Canadian Wheelmen's Association to both Arthur Spencer and Frank Kramer, the present and former American bicycle champions, to appear at a patriotic bicycle racemeet to be held at Exhibition Track, Toronto, on Saturday, August 11, under the auspices of the C. W. A. The famous cyclists have been asked to ride in a special match race of three heats.

CORTLAND WINNERS

Pollozze and Mulliskey Carry Off Most of Prize Money in July 4 Meet

CORTLAND, N. Y., July 9.—A big crowd attended the annual races of the Cortland M. C. on the Fair Grounds track on July 4. Prizes valued at $220 were awarded and the result was some unusually keen competition. The summaries:

One-mile trial for track record—Won by J. Pollozze, stock Harley-Davidson. Time, 1:12½. The mark hung up for the track last year was 1:11½.

Four-mile stock—Won by J. Pollozze, Harley-Davidson. Time, 5:10¾. Second, A. Buckingham. Harley-Davidson; third, C. Sheppard, Indian.

Four-mile novelty race—Won by J. Mulliskey, Indian. Time, 6:32⅖. Second, A. Buckingham, Harley-Davidson, and third, C. Sheppard, Indian. In this event each rider was required to ride a mile, stop and walk around his machine and then ride another mile; then stop and eat a piece of pie and ride another mile, after which another stop was made, during which the contestant drank a bottle of ginger ale. After that stunt, the participants headed for the finish line.

Ten-mile open handicap—Won by J. Mulliskey, Indian. Time, 11:21⅗. Second, A. Buckingham, Harley-Davidson, and third, C. Sheppard, Indian.

Two-mile stock—Won by J. Pollozze, Harley-Davidson. Time, 2:35⅕. Second, A. Buckingham; third, C. Sheppard.

Five-mile open handicap—Won by J. Pollozze, Harley-Davidson. Time, 6:23⅗. Second, J. Mulliskey, Indian; third, C. Sheppard, Indian.

Two-mile sidecar race—Won by F. Shapiro, Harley-Davidson. Time, 3:14. Second, A. Buckingham, Harley-Davidson; third, W. Bunney, Indian.

Three-mile special match race—Won by J. Mulliskey, Indian. Time, 3:40⅔. Second, J. Pollozze, Harley-Davidson.

"COME-BACK" BY VETERANS

Chief Honors at Big Petersboro Race-meet Went to the Old-Timers

PETERBORO, Ont.—Fifteen thousand people crowded the sides of the half-mile dirt track of the Peterboro fair grounds on Monday July 2, to watch the Toronto bicycle stars in battles of wit and muscle for good prizes. It eventually happened that the oldest veterans in the game in Canada carried off the honors, in spite of the fact that the distances were long and the track surface exceedingly heavy. Fred McCarthy, of Toronto, who raced years ago on the American circuit, showed the way to the finishing line in both the two-mile handicap and the five-mile open. He started from scratch in the handicap event, too. Second man in the five-mile grind was Herb Macdonald, of Toronto, another veteran of long standing, while "Old Doc" Morton, of Toronto, who has been racing for twenty-one years, took third place.

Among the good prizes was a handsome Pope bicycle for first place in the five-mile event which had been donated by A. E. Bregent, of Montreal. Third prize in the five-mile was a 100-pound bag of flour. A gold watch went to McCarthy for winning the two-mile handicap. The results:

Two-mile handicap—Won by Fred McCarthy, scratch; second, Ray Goldsmith; third, Harry Martin, scratch. Time, 4:51⅗.

One-mile boys' race—Won by W. Bailey; second, Cliff Smith; third, H. Young. Time, 3:01.

Five-mile open—Won by Fred McCarthy; second, Herb McDonald; third, Doc Morton. Time, 15:31.

ROCHESTER CLUB HAS RACE

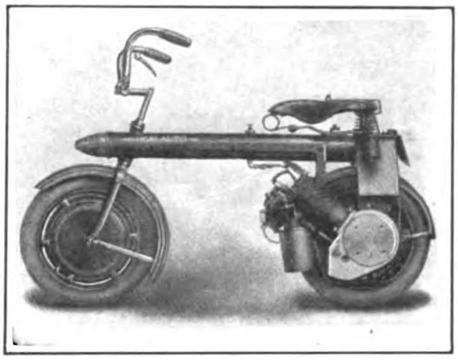
NEW YORK, N. Y., July 10.—Manager Walter Rinck, of the United Cycle Trade Directorate, announced that the Empire Cycle Club, of Rochester, N. Y., will conduct a 25-mile road race, Saturday, July 14. The Rochester Cycle Trade Association is in charge of the race.

TESTS PROVE MON-AUTO'S EFFICIENCY

Novel Little Two-Wheeler, Scaling at 45 Pounds and Selling for $100, Is Adaptable to Wide Range of Everyday Service

NEW YORK, July 10.—Due as much to its unquestioned economy and simplicity of operation as to its novelty of construction, the Gibson Mon-Auto, produced by the Gibson Mon-Auto Company, with offices in the Woolworth Building, New York, has of late made rapid progress in public favor. No little attention has been attracted to the unique vehicle by the fact that it has been tested and approved by Captain Frank E. Evans, U. S. N., retired, who reports that the Mon-Auto gave satisfactory results under exacting conditions.

Captain Evans' report states in part that "Private Davis, who was equipped in heavy marching order, found manipulation (of the Mon-Auto) easy. A speed of approximately 25 miles an hour was developed. Captain F. D. Kilgore and First Lieutenant S. W. Bogan, M. C., were impressed with its simplicity of operation and its possibilities for expeditionary work. The machine, tried out on a 14-degree incline, took it at low speed. The machine was ridden up to a four-foot iron fence, lifted over, remounted and started again without appreciable delay.



The Gibson Mon-Auto

Handy for the Messenger

"From a military point of view, the Gibson Mon-Auto has extreme simplicity of operation, lightness, requisite speed, minimum number of parts and wearing surfaces and ease of operation by its rider; it is also adapted to travel over bad road surfaces owing to the fact that it can easily be lifted over serious obstacles."

It is pointed out, however, that the service possibilities of the Mon-Auto are not by any means limited to the army, for the company now has in hand letters from many cities in which the little two-wheelers have given surprising results. They are being used by messengers, mail carriers, workmen (for quick transportation between home and factory), collectors, inspectors, clerks and by professional men.

The Mon-Auto makes its first appeal through its novelty, and then holds its friends by getting them over the ground at any reasonable speed desired and with noteworthy economy. The *Scientific American* sums up the general service applicability of the Mon-Auto by stating that it apparently is not expected that the machine will "appeal to the pleasure rider as much as to the busy man who must get around without loss of time, and who does not wish to operate a heavier vehicle."

Can Easily Be Taken Upstairs

The Mon-Auto, which is 48 inches long, 18 inches high and only nine inches wide, sells for $100. Full details concerning mechanical construction and the wide field of service that has been found for the Mon-Auto can be obtained by addressing the company at the Woolworth Building New York City.

TAKE A CAMERA ON YOUR VACATION TRIP
and Send "Motorcycle and Bicycle Illustrated" a Photographic Record of Your Ramble Awheel. Good Pictures Will Be Published Promptly.

THE DEALER'S REALM

This Department Is Set Aside for Comments and Suggestions As Well As Actual News of the Retail Field,—for Anything That Will Help or Interest Dealers

PIONEER DEALER PASSES

Joseph Peterik, in Bike Business Many Years, Dies of Pneumonia

MILWAUKEE, Wis.—The news of the death of Joseph Peterik, motorcycle and bicycle dealer at Manitowoc, Wis., comes as a surprise to his friends throughout the State. Peterik died in a Manitowoc hospital. Pneumonia was the cause and death resulted after only a week's illness. He was forty years old.

"Joe" Peterik was in the bike and motorcycle business at Manitowoc for eighteen years, and some indication of the regard in which he was held in the estimation of the motorcycle riders of Manitowoc County was revealed at the funeral services, when practically every Manitowoc county rider took part with his machine in the cortege to the cemetery. At the gates of the cemetery, the motorcyclists stopped and lined their machines up on either side of the road, allowing the procession to go through and then bringing up the rear.

Peterik leaves a widow and three children, his mother, four sisters and two brothers, one being Louis Peterik of the Mueller Cycle & Supply Co., Milwaukee. Louis Peterik will conduct his brother's business for the present.

WEED REPORTS ON COLORADO

KANSAS CITY, Mo., July 5.—R. A. Weed, of the Saufley Supply Company, recently returned from a month's trip of Colorado territory. He reports that the business done on this trip and the road sights that met his eyes in Colorado prove there is a great future there for power attachments and lightweight motorcycles.

HANSON ON BUSINESS TOUR

KANSAS CITY, Mo., July 5.—Albert Hanson, who recently opened a parts and accessory business in the Shukert Building here, has been busy during the past two or three weeks in closing out the estate of his father, the late Charles Hanson, for many years Indian agent here. Mr. Hanson is now touring a large section of the state of Kansas in the interest of his new business.

MANY VISITORS IN DENVER

DENVER, Colo., July 5.—A goodly number of motorcycle tourists from other states, both east and west, have visited Denver of late. Walter W. Whiting, Harley-Davidson State distributor, makes it a point to have every motorcycle tourist that visits his store register in a book especially provided for that purpose, and of late the list of names has grown very rapidly. One day last week two motorists registered from Connecticut, having covered a distance of about 2,500 miles with a Thor motorcycle and sidecar.

SWENSON OUTING AUGUST 5

PROVIDENCE, R. I., July 8.—The date of the annual Swenson picnic has been set for August 5. This year it will be held at the Swenson camp in Coventry. Mr. Swenson says that he has something in store for riders in the form of an old-fashioned southern barbecue. He has already engaged a caterer and has given instructions to spare no expense. Sports will be held on land and water.

SMITH SELLS OUT BUSINESS

KANSAS CITY, Mo., July 5.—C. F. Smith, who for some time has conducted a motorcycle and bicycle business at 810 Minnesota Avenue, Kansas City, Kas., handling the Henderson and Harley-Davidson motorcycles, recently closed out his business.

GLIESMAN NOW IN JERSEY CITY

NEW YORK, July 9.—The Miami-Merkel Cycles Co., of which Harry Gliesman is proprietor, has changed its name to the Summit Cycle & Auto Supplies Co., and has moved its headquarters from 1777 Broadway, New York City, to 2948 Boulevard, Jersey City, N. J. The business in New York has been discontinued and all operations of the company hereafter will be from the Jersey City address.

EXCELSIOR SHIPMENT FOR MEAD

DENVER, Colo., July 5.—Last week the Mead Autocycle Company, of this city, received a large shipment of sidecars and Excelsior motorcycles. The Mead company is enjoying good business, and the new shipment was needed to help meet the unusual demand that is being experienced for Excelsior machines.

TAKES ON DAYTON MOTOR BICYCLE

KANSAS CITY, Mo., July 9.—The Sellers Cycle Company, at Fifteenth street and Pasco, handler of "Cycomo," Pierce and Schmelzer bicycles, has taken on the representation for the Dayton Motor Bicycle. One of the new Daytons is now on display in the shop, it being the first motor-propelled machine the company has handled.

BUY INDIAN AMBULANCE OUTFIT

KANSAS CITY, Mo., July 5.—Al Crocker, manager of the Indian Motorcycles Sales Co., today shipped a completely-equipped motorcycle with sidecar attachment to the First Missouri Ambulance Company, attached to the training camp at Fort Riley.

CROCKER IS BUSY

Manager of Denver Wigwam Says Business Is Beyond His Expectations

KANSAS CITY, Mo., July 9.—Al. Crocker, manager of the Indian Motorcycle Sales Company, states that 1917 business is beyond all expectations. "General industrial conditions in this vicinity have not been entirely satisfactory," said Mr. Crocker a few days ago, "but these conditions do not seem to have affected the motorcycle situation. I have already sent out close to 100 machines, and expect to pass that number by a good margin within a few weeks. In connection with the machines I have sold on the time payment basis, I have written only three collection letters and have not as yet been obliged to send out a single collector. This means that the character of the business obtained is unusually high, and that folks who are interested in motorcycles have money to spend."

BUILDING UP REPAIR BUSINESS

OMAHA, Neb., June 26.—The Novelty Rubber Co., of which Roscoe Rawley is proprietor, reports unusually active sales of Excelsior motorcycles in the southern part of the city, and also states that it has worked up an excellent repair business among riders outside of Omaha who send their machines in to be overhauled.

FLESCHER ENLARGES FLOOR SPACE

OMAHA, Neb.—Lewis Flescher, veteran motorcycle and bicycle dealer of this city, has completed plans to enlarge his store. Although Flescher sells only second-hand machines and accessories, he reports excellent business and has outgrown his present floor space. He has signed up for his present location and contemplates taking on a new motorcycle and bicycle line in the near future.

TIMELY NORMA FOLDER

NEW YORK.—The Norma Company of America, 1790 Broadway, in consideration of the Washington Convention of the Society of Automotive Engineers, issued a special folder under the title "Norma—in the National Service." In very brief paragraphs it refers to the almost universal standardization of magnetos and lighting generators on "Norma" ball bearings in the fields covered by the combined societies—automobiles, trucks and motorcycles; motor boats; aeroplanes; gas engines and tractors. Without specific reference in the text to war-time conditions, a martial atmosphere is given the folder by the character of the pen-and-ink illustrations.

SAYLOR NOW ON WAR DUTY

TORONTO.—P. D. Saylor, formerly general manager of the Goodyear Tire & Rubber Company, Limited, with headquarters at Toronto, has become a captain in the Royal Army Medical Corps, and is now on active service. Just before the outbreak of hostilities, Mr. Saylor was transferred from the Canadian Goodyear Company to the Goodyear Tire & Rubber Company of Great Britain, with which he became the managing director. Mr. Saylor is a native of Toronto.

SOLDIERS MOTOR

Location of Recruiting Camp Favors Denver Two-Wheeler Trade

DENVER, Col., June 28.—It is becoming a very common sight in Denver now to see a United States soldier rolling down Broadway on a motorcycle from Fort Logan, which is situated south of this city. They go by as solo riders, as riders with a passenger perched on the tandem seat, and as riders with one or more soldiers in the sidecar, while the dealers that are making the sales look on and smile.

The fort is being used as a recruiting station and each day sees an increasing number of soldiers there. The fort is such a distance from Denver that the soldiers have to ride and many of them are investing in motorcycles as a result.

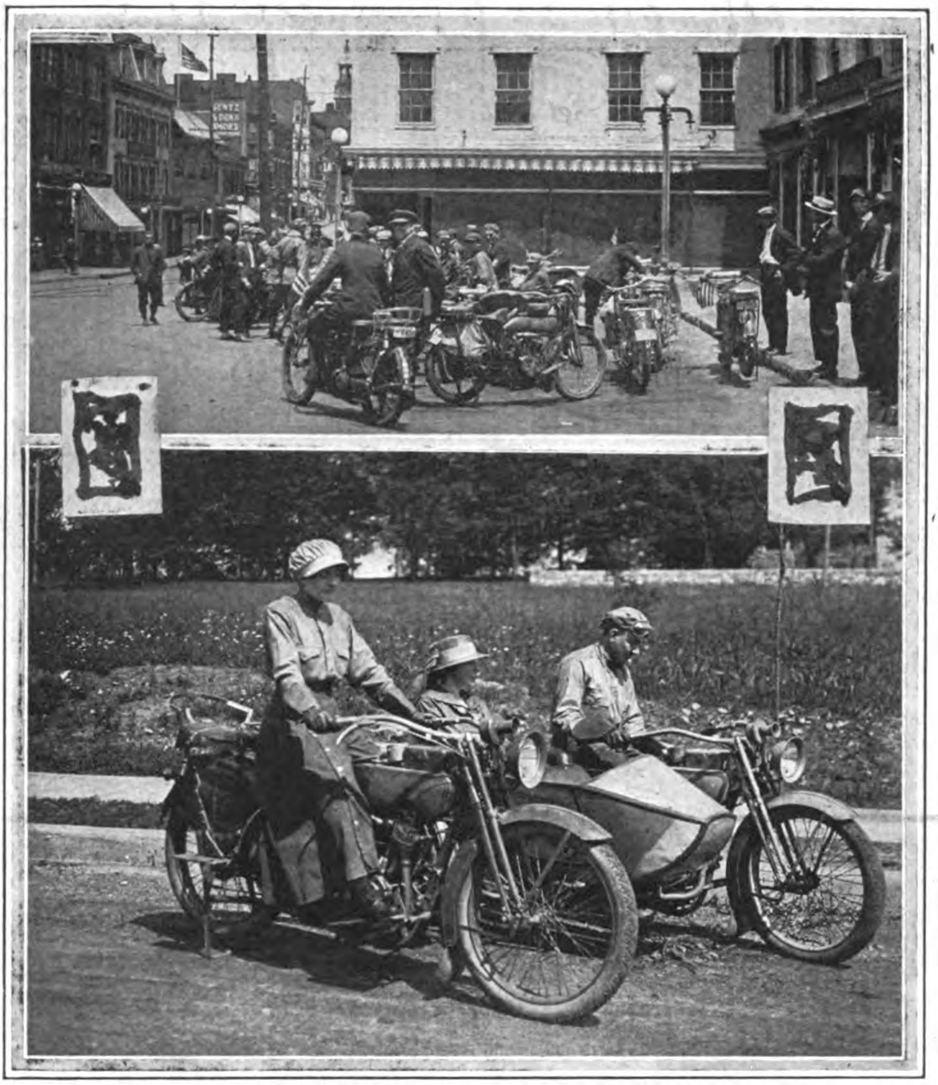
WILL TAKE TRADE CENSUS

WASHINGTON, D. C., June 30.—In order to secure detail information of a character which was not obtained by the first industrial census, the Automotive Committee of the Council of National Defense, of which T. W. Henderson is a member, is planning to take a complete census of the automotive industry. For the purpose four-page blanks have been prepared, listing all the pertinent facts that it is needful for the authorities to know. They are now in the hands of the public printer and will presently be distributed through association channels, reaching every man in the automotive industry.

SCOTT MAKES RECORD

SALEM, Ore., July 2.—H. W. Scott, of the firm of Scott & Piper, has hung up a record of 440.8 miles for 24 hours riding on a Cleveland lightweight on a four-mile course. Scott rode the machine for 23 hours and was relieved on the final hour by another Cleveland rider. The distance was covered on five gallons of gasoline, which figures out at an average of 88 miles to the gallon.

WITH WASHINGTON'S GYPSIES

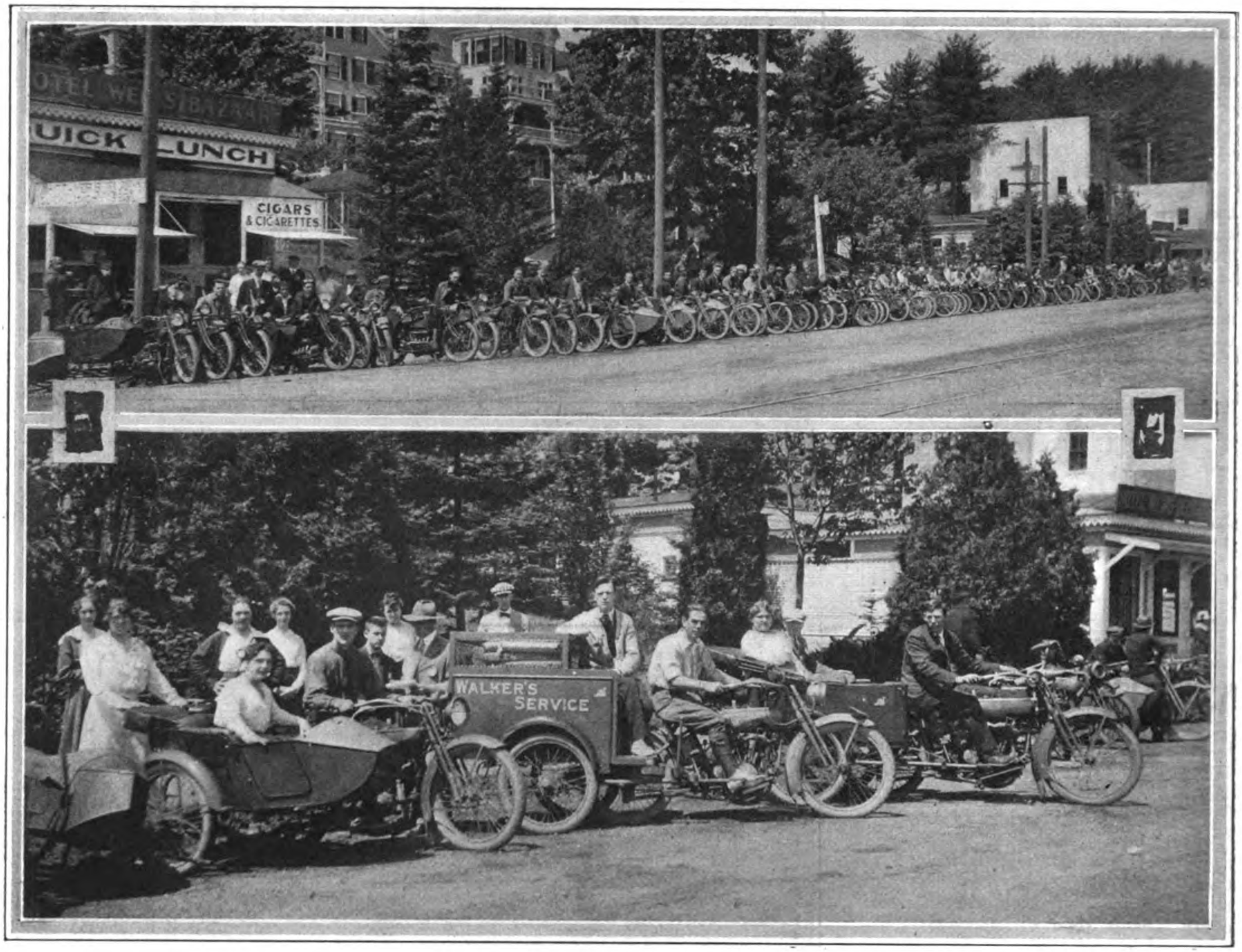


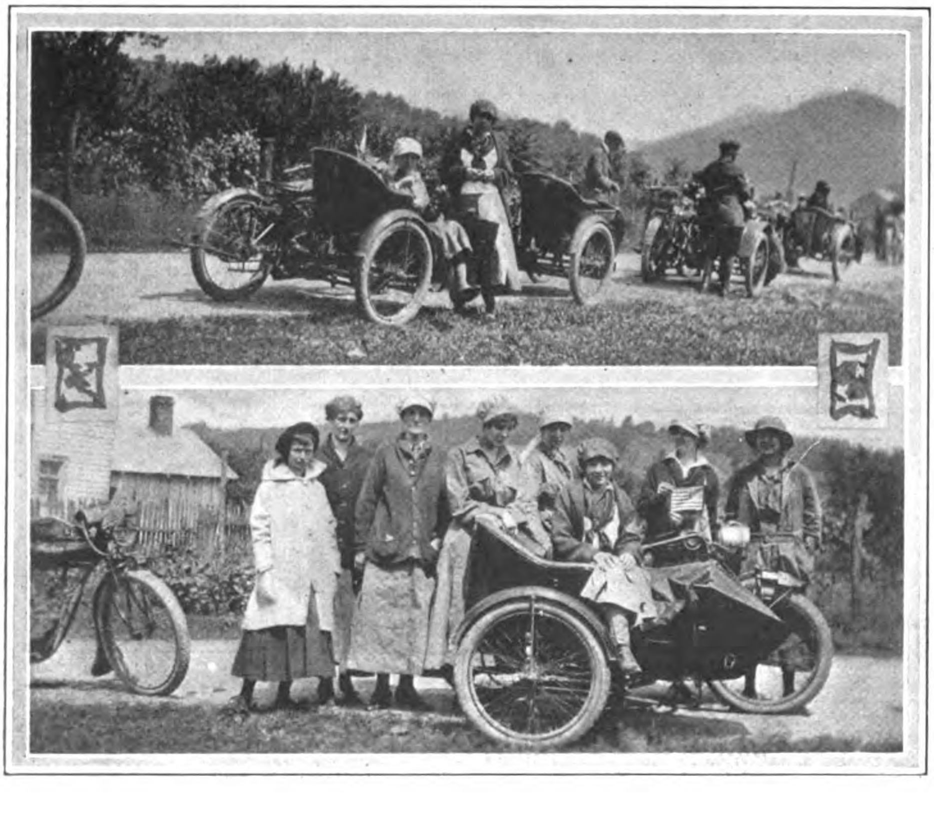
Some of the Washington, D. C., Riders Who Participated in the Gypsy Tour to Hagerstown, Md. The Lower Picture Shows a Fair Soloist and an Unusually Neat Sidecar Combination

HOW HARRISBURG'S ENTHUSIASTS ENJOYED THEMSELVES

1, Miss May Gallagher, the Only Girl Rider to Drive Her Own Machine Throughout the Trip; 2, A Stop for the Stragglers at Grantville; 3, "Pop" Smiles with a Kiddie, but Not His Own; 4, Mr. LeTour, Firestone Booster (in Sidecar); 5, EATS; 6, Heagy Brothers, the Harrisburg Dealers, Doing a Few Sidecar Stunts

THERE'S NO END TO THE FLOOD OF GYPSY TOUR PICTURES





STILL they come—from North, East, South and West—pictures of the enthusiasts who helped to make the two National Gypsy Tour days successful in the truest sense of the word. The views above show the lineup of riders from Boston and vicinity, the upper photo being devoted chiefly to solo machines with a few of the sidecar outfits thrown in for variety. The other view shows more sidecars and a number of Cygnet rear cars. Standing directly behind the Walker service van in this picture is Jes Campbell, the well-known Harley-Davidson booster.

The two pictures at the left show the sidecar division of the Dixie M. C. tour to Staunton, Va., and a group of the fair enthusiasts who helped to make the outing an unqualified success.

BICYCLE SECTION

Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

The Art of Pedaling

Many Bicyclists of Present Generation Overlook Important Advantages to Be Gained Through Scientific Ankle Action; Proper Method Will Permit of Power Delivery Through Two-Thirds of Pedal Circuit and Result in Maximum Efficiency

By W. T. Farwell, Jr.

IT is an admitted fact that it is a very simple matter to operate a bicycle, and for that reason too many beginners, and even some of the old-timers, overlook some of the fundamental principles of successful road work on the pedal mount. They assume that there is nothing to it but to jump on and push. The average rider bicycles just about as he walks, with no particular attention to the precise method of propulsion. It is a natural thing, of course, that all of us, including the children, take to bicycling intuitively; but that does not lessen the importance of a proper insight into the fundamentals of pedal work.

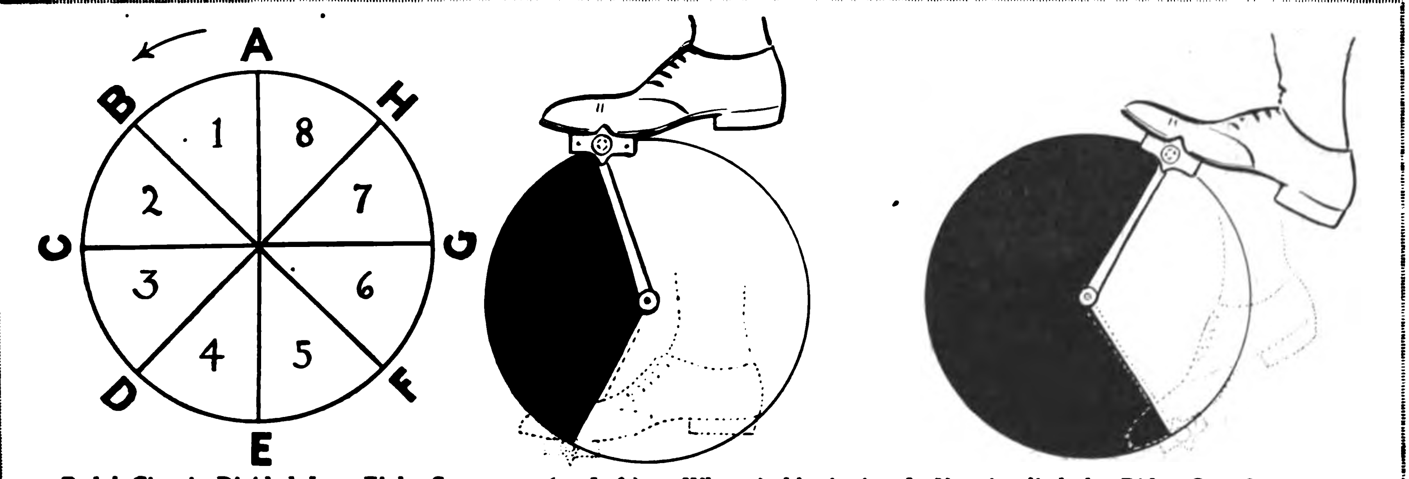
When we see riders on every hand makink hard work out of cycling, and wasting a lot of energy for lack of a proper understanding of how to obtain maximum efficiency from their efforts, it is obvious that the art of riding a bicycle with ease and comfort is not so simple after all. It is one thing to hop into the saddle and merely get over the ground, and quite another thing to combine efficiency with pleasure.

Of equal importance with the correct adjustment of the bicycle to fit the rider, as regards the position of saddle and handle bars and the proper leg reach, is correct form in pedaling. In some quarters the opinion seems to prevail that the rider is called upon simply to push upon the pedals in order to propel the machine, and this is true enough so far as merely imparting motion is concerned. But as riding, in its best and fullest sense, means something more than the mere ability to start the machine in motion, so pedaling, in the final analysis, means a great deal more than giving the pedals alternate pushes as they come around.

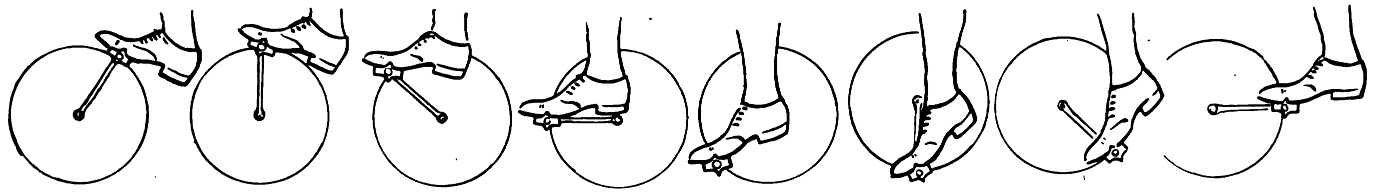
The art of pedaling once received considerable attention, but since the advent of the safety or modern bicycle it has been almost entirely overlooked. When the old high wheels were the only kind obtainable, all who rode them soon learned that their comfort and speed, as well as safety, depended on the way they held their pedals and used their ankles; that uneven or careless pedaling would cause a "header." But the low-seated safety changed all that.

"Headers" were almost entirely eliminated, and other falls were infrequent. Old riders grew careless in their ankle action, and the thousands of new recruits who came in with the arrival of the safety were not instructed in the pedal art. This lack of interest in the true science of pedaling must be overcome if bicyclists of the present period are to derive the best possible returns from their machines.

Correct form in pedaling depends upon the foot being able to secure a firm hold



Pedal Circuit Divided Into Eight Segments (at Left). When Ankle Action Is Not Applied the Rider Gets Leverage Only Through Part of Section 1, All of 2, and 3, and Part of Section 4, as Shown in Black Portion of Center Cut. The Rider Using Correct Ankle Action Delivers Power Through Part of Sections 8, all of 1, 2, 3, and 4, and Part of 5, as Shown in Black Portion of Diagram at Right.



Eight Positions of the Foot in a Single Revolution of the Pedals, Beginning at the Point Where the Heel Is Lowered and Following the Successive Points Around the Circle.

of the pedal at all points of its revolution, and upon the ankle action which gives the foot a grip on the pedal throughout the greater part of each circuit. Thus it follows that the necessary conditions of scientific pedaling are correct reach and perfect ankle action; and the advantages gained are a firm connection between rider and machine, complete control of the wheel—which insures comfort and safety—and economy in the expenditure of power, by securing maximum results from minimum effort. The final result achieved is the almost complete elimination of dead centers.

In following the pedal, the foot makes a complete circle. Now, suppose the circle is divided into eight segments. When the rider does not use his ankle, force is applied only through segments 1, 2, 3 and 4, or from *A* to *E*, and in segments 1 and 4, the force not being applied at right angles to the end of the crank, a large proportion of power is wasted. It will be seen that the driving power is only thoroughly effective through segments 2 and 3, or about one-fourth of the revolution.

The rider who applies ankle action, to the contrary, will drop his heel at H as the pedal approaches the highest point, or dead center, and can apply a certain amount of force through segment 8. After passing the dead point *A*, the heel is still dropped at right angles to the crank, or nearly so, and frequently the rider can utilize great power through segment 1.

By rapidly straightening the ankle when entering segment 2, at *B*, additional impetus is imparted and full power can be applied throughout segments 2 and 3. Entering segment 4, the heel should be raised and the pedal drawn backwards, this drawing or lifting action will enable the rider to work past the dead point *E* and well through segment 5. Under such circumstances the rider is enabled to apply power through about two-thirds of each revolution with each foot, practically doing away with dead centers and conveying continuous power through the entire revolution.

Proper ankle action also lessens the work demanded of the knees, because the heel is lowered at the top of the stroke and raised at the bottom, and it is not necessary to raise the knee so high at each stroke.

The shaded portion of diagram No. 2 shows the limited arc of effective pedaling when the ankle is held stiff, while the shaded portion in diagram 3 makes plain the great gain in power when scientific ankle action is produced.

The series of sketches at the top of the page illustrates one full revolution of the pedal, beginning at the point where the heel is first lowered and showing the successive positions of the foot all around the circle. It requires considerable time and practice to get the knack of proper ankle motion, and at first it may prove tiresome, inasmuch as it brings into play a new set of muscles. The rider who practices it with one foot at a time, while riding slowly and carefully watching the foot all the way around the circuit will soon become fairly proficient.

In a short time the rider will discover that he has mastered the problem, and that he can get over the ground with a surprising reduction in physical effort. Any rider who gives the matter serious thought, and who practices consistently for a short time, will find so many advantages resulting from the acquisition of the art of scientific pedaling that he will not be satisfied until he has become a past master.

PFISTER IS CROWNED

Salt Laker Captures Western Championship—Big Crowd Turns Out for Races

SALT LAKE CITY, July 5.—Clarence Samuelson won the final event in the Western championship series here at the Fair Grounds yesterday before 20,000 people. Artie Farnow finished second, and Willie Pfister and Reese were tied for third. The championship was awarded to Willie Pfister with 19 points in the six races. The others finished as follows: C. Samuelson, 11 points; Ray Walker, 10 points; E. Brodbeck, 8 points; J. McDonald, 5; Artie Farnow, 3. Summaries:

Five-mile western championship, amateur—Won by Clarence Samuelson; second, Artie Farnow; third, tie between Willie Pfister and Reese. Time, 15:10.

Two-mile handicap, amateur—Won by Artie Farnow, scratch; second, Willie Pfister, scratch; third, Clarence Samuelson, scratch; fourth, A. Hargraves, 250 yards. Time, 4:21⅗.

Half-mile Brassard race—Won by Fred Ball; second, Jimmy McDonald. Time, 1:56.

Two-mile motorcycle race—Won by Al Ward, Indian; second, H. Cooper, Harley-Davidson; third, A. Jenkins, Excelsior. Time, 2:20.

Five-mile motorcycle race—Won by Ray Peck, Excelsior; second, Al Ward, Indian; third, H. Cooper, Harley-Davidson. Time, 6:05.

Three-mile motorcycle race—Won by Al Ward, Indian; second, Ray Peck, Excelsior; third, H. Cooper, Harley-Davidson. Time, 3:36.

JULY DAYTONAGRAM IS OUT

DAYTON, O., July 9.—The current number of *Daytonagrams*, the Davis Sewing Machine Co.'s house organ, has just left the press. Like its predecessors it is chock full of bright and breezy tips to dealers who handle the Dayton product. Cuts of the store front of Raymond H. Stout, who is Daytonizing Wilmington, Del., and an attractive window trim of Harry Marcus, San Francisco Dayton dealer, grace the pages.

POSTPONE 100-MILE RACE

BROOKLYN, N. Y., July 10.—The Empire City Wheelmen announce that the 100-mile race, which had been scheduled for Sunday, July 8, has been postponed until July 29.

YOUNG EMBLEM ADVOCATE

Norbert K. Gale, Youngest Son of M. C. Gale, the Cross-Country Tourist

AMATEURS AT PHILLY

Point Breeze Management Gives Amateurs a Chance to Show Their Speed

PHILADELPHIA, Pa., July 10.—Amateur cycle racing was tried at the Point Breeze track for the first time in a year or more on the night of July 4. Local amateurs had a chance to show what they could do and they made the best of it by putting up some interesting exhibitions. Maurice Price was the star of the meet, Price aiding his team to victory in the pursuit race and running a close second to George Harris in the miss-and-out. The latter event went four miles and created plenty of excitement. Summaries:

Miss-and-out.—Won by George Harris; second, Maurice Price. Time, 10:43⅘. Distance, 4 miles.

One-mile handicap.—Won by Tony Gaconia, 300 yards; second, E. Bates, 300 yards; third, H. De Freis, 100 yards. Time, 2:10⅘.

Australian team pursuit race.—Won by Maurice Price, Phil Kelly and George Harley, Quaker City Cycling Association; second, Harry Behrings, Jake Smith and W. Brown, Olympic Cycling Club (second team); third, George Harris, H. De Freis and John Schrake, Olympic Cycling Club (first team).

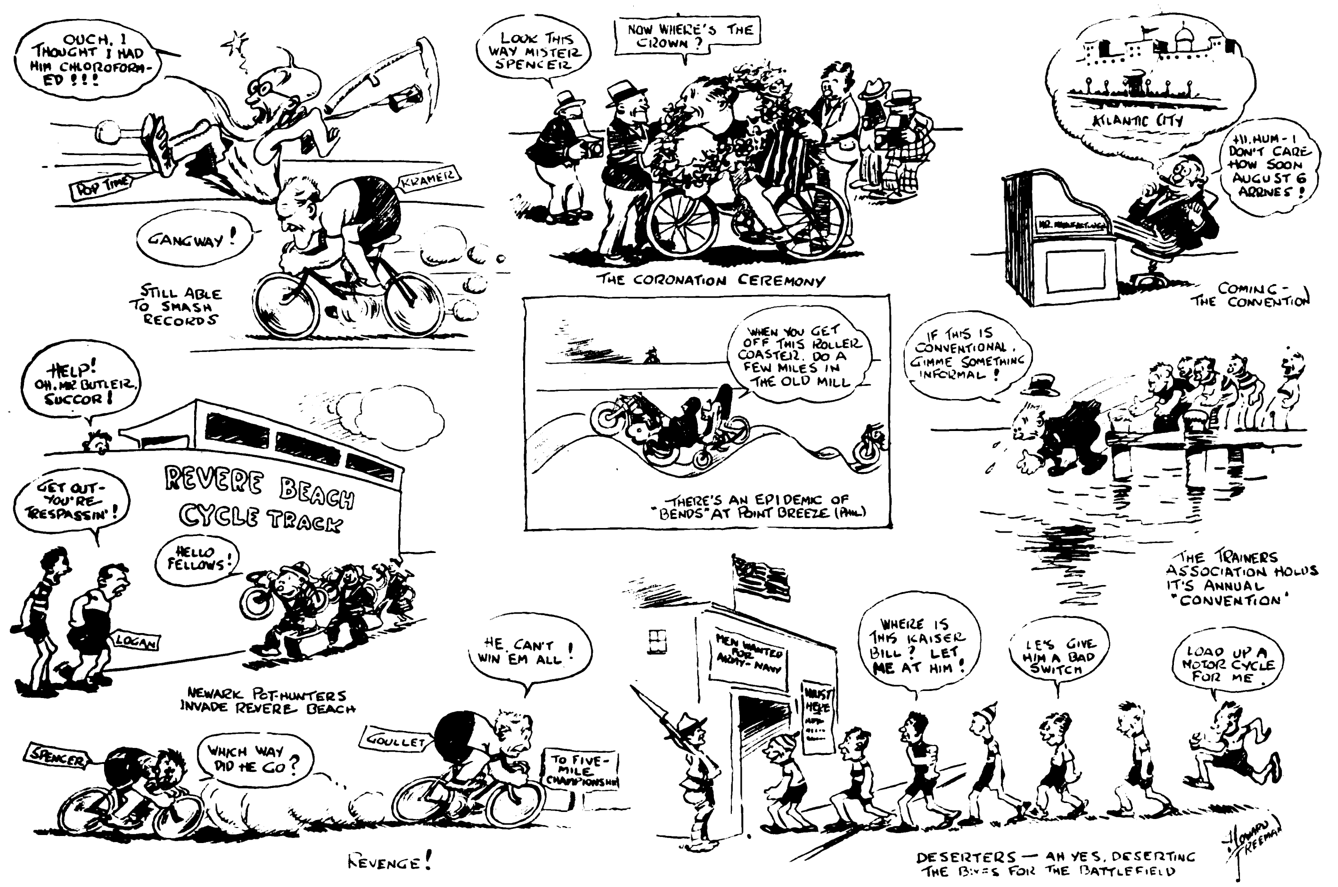
Three-mile motorcycle race.—Won by Billy Armstrong; second, Steve Senhouse. Time, 2:19⅗.

Two-mile motorcycle race.—Won by Steve Senhouse; second, William Vandeberry; third, Billy Armstrong. Time, 1:35⅘.

COLUMBIAS WERE USED

In the layout on page 29 of the last issue Connecticut National Guardsmen were shown using bicycles. We stated that they were using Westfield bicycles. It should have been Columbia bicycles, instead, and we cheerfully make the correction.

PLENTY OF GLORY FOR ALL HANDS IN CYCLING


OUCH, I THOUGHT I HAD HIM CHLOROFORMED !!!
POP TIME
KRAMER
GANGWAY!
STILL ABLE TO SMASH RECORDS
LOOK THIS WAY MISTER SPENCER
NOW WHERE'S THE CROWN ?
THE CORONATION CEREMONY
ATLANTIC CITY
H'M, HUM - I DON'T CARE HOW SOON AUGUST 6 ARRIVES !
MR.
COMING - THE CONVENTION
HELP! OH, MR BUTLER, SUCCOR !
GET OUT - YOU'RE TRESPASSIN' !
REVERE BEACH CYCLE TRACK
HELLO FELLOWS!
LOGAN
NEWARK POT-HUNTERS INVADE REVERE BEACH
WHEN YOU GET OFF THIS ROLLER COASTER, DO A FEW MILES IN THE OLD MILL
"THERE'S AN EPIDEMIC OF "BENDS" AT POINT BREEZE (PHIL)
IF THIS IS CONVENTIONAL, GIMME SOMETHING INFORMAL !
THE TRAINERS ASSOCIATION HOLDS IT'S ANNUAL "CONVENTION"
SPENCER
WHICH WAY DID HE GO?
GOULLET
HE CAN'T WIN 'EM ALL !
TO FIVE-MILE CHAMPIONSHIP
REVENGE!
MEN WANTED FOR ARMY - NAVY
ENLIST HERE
WHERE IS THIS KAISER BILL ? LET ME AT HIM !
LE'S GIVE HIM A BAD SWITCH
LOAD UP A MOTOR CYCLE FOR ME.
DESERTERS — AH YES, DESERTING THE BIKES FOR THE BATTLEFIELD
HOWARD FREEMAN

Howard "Poke" Freeman, the Cyclist-Artist, Pictures—Especially for "Motorcycle and Bicycle Illustrated"—a Few Incidents in the Average Day of a Racing Cyclist and Cycling Devotees

CORRY HURT AT REVERE

Australian Paced Rider Badly Bruised in Spill at Revere Beach Course

REVERE, Mass., July 9.—Accidents marred the paced feature, a 40-mile team race, at the Revere Beach track, Saturday night last. Clarence Carman and George Wiley, representing America, met Victor Linart and Frank Corry, the Belgian-Australian pair. Corry was badly bruised in a spill in the sixth mile when a tire gave way. In the 31st mile Linart fell when his front tire rolled off. The Carman-Wiley pair won easily in 55:24⅗. The summaries:

Half-mile Handicap, Amateur—Won by Frank Logan, South Boston, 100 yards; second, John W. Carruthers, Beachmont, 85 yards; third, Frank Keenan, Revere, 65 yards; fourth, Elmer Duncan, Everett, 45 yards. Time 57⅘.

Three-mile Open, Amateur—Won by John Fardig, Orient Heights; second, William Eager, Newark; third, Louis Hiban, New York; fourth, Frank Keenan, Revere. Time 6:42⅘.

Half-mile Handicap, Professional—Won by Lloyd Thomas, San Francisco, scratch; second, Tommy Grimm, Newark, 15 yards; third, George Bowker, Inwood, L. I., 50 yards; fourth, Ned Chandler, Boston, 50 yards. Time 55⅘.

Five-mile Open, Professional—Won by Lloyd Thomas, San Francisco; second, Tommy Grimm, Newark; third, Tim Sullivan, New Haven; fourth, George Bowker, Inwood, L. I. Time 11:43⅘.

DAYTONIAN JOINS C. C. & M. CO.

WESTON, Ont.—Announcement is made that J. P. Henry, of Dayton, Ohio, has been appointed production manager of the Canada Cycle & Motor Company, Limited, of Weston, the largest manufacturer of bicycles in Canada. Mr. Henry was formerly the chief inspector of the National Cash Register Company, of Dayton. Following his arrival at the Canadian plant, a banquet was held in honor of Mr. Henry, which was attended by President T. A. Russell, General Manager J. W. Gibson, Advertising Manager J. F. Morrow and the various department heads.

COAST RACE NOTES

Hans Ohrt writes from San Francisco to the effect that Ray Girard, the former Olympic Club amateur cyclist, has joined the United States Marines.

Fred Hoffman, 'a brother of Harry, who is now one of the leading Newark Velodrome amateurs, will shortly hie himself eastward. Fred is said to have plenty of speed and stamina. He will need everything he has in stock to battle successfully against the collection of speed hounds that call the Jersey track their habitat.

MADONNA AND BEDELL STAR

Italian and Long Island-Newark Rider Perform Well at Point Breeze

PHILADELPHIA, Pa., July 9.—Vincent Madonna, the Providence Italian, and Menus Bedell, the Long Island-Newark rider, were the stars at the Point Breeze track, Saturday night, July 7. Madonna won the 30-mile paced race against Bedell, Percy Lawrence and George Cameron. The time was 36:37. Bedell had a chance to show what he could do in a time trial at ten miles. Bedell went against the record of Ray Duer of 11:06⅗ and covered the distance in 10:59⅘.

Billy Armstrong won both motorcycle races at the meet. In the three-mile he beat William Vandeberry and Steve Senhouse in that order in 2:17. The order of finish was the same in the five-mile event and the time was 3:51⅖.

JOYFUL DAYS FOR FREEMAN

Howard "Poke" Freeman, formerly a speed king of the wheel and now sporting cartoonist on the Newark *Evening News*, has copped himself a vacation. "Poke" has a Chinese Rolls-Royce and he figures that he will have a great time in touring around Jersey—if the car don't break down. Those who look anxiously in the Newark *News* for Freeman's cartoons will have to wait until "Poke" gets back on the job.

SPENCER CROWNED CHAMPION AT NEWARK TRACK

Toronto Rider, Decorated with National Colors and American Beauty Roses, Does "Tour of Honor" to Tune of the Star Spangled Banner--Kramer and Goullet the Star Winners

NEWARK, N. J., July 9.—Arthur Spencer, the Toronto rider, was crowned 1917 champion, with all fitting ceremonies at the Velodrome last Sunday. Spencer, who had won four of the six races run, finished fourth in the five-mile titular event yesterday, but he could have afforded to have been shut out and then he would have won the title. Alfred Goullet won the five-mile contest. Willie Spencer, a brother of the champion, finished second, and Frank L. Kramer, the ex-title holder, ran third.

Spencer Does Honor Tour

After the finish of the race Arthur Spencer was bedecked in an American flag, presented with a monster bouquet of American beauty roses and made a "tour of honor" to the strains of the "Star Spangled Banner," and Kramer then congratulated him. The final standing in points in the year's championship was as follows: Arthur Spencer, 21; Goullet, 18; Kramer, 9; Bob Spears, 8; Willie Spencer, 5; Francesco Verri, 4, and Reggie McNamara, 1.

Although beaten for the championship, a title he has held from 1901 until this season, Frank Kramer amply demonstrated that he is far from through as a bicycle rider. Kramer met the two Spencers, Goullet, Spears, McNamara, Verri and Alfred Grenda in a one-mile invitation and he won after putting up a magnificent ride. Goullet finished second, Arthur Spencer third and Spears fourth. McNamara fell about the half-way mark.

The miss-and-out invitation for the professionals might have been called the "Matrimonial Stakes." Out of a field of 19 starters only four were single. The first three to miss and be called were married, but all five prizes went to married riders. Fred Hill, Eddie Madden, Jake Magin, Willie Hanley and Peter Drobach crossed the tape in the order named and collected the money for the five family larders.

Staehle Best Pursuit Rider

Amateur Champion John L. Staehle proved to be the best stayer in the amateur pursuit race. Staehle wore down Henry Werner, Fred Taylor, Harry Hoffman, C. O. Osteritter and Eric Paetz after going 2 5-6 miles. The amateur open at a mile resulted in a win for Gus Lang, and Gus Hurray, the diminutive New Yorker, won the novice.

The summaries:

Half-mile Novice—Won by Gus Hurray, New York City; second, F. Collela, Newark. Time 1:09.

One-mile Open, Amateur—Won by Gus Lang, Newark; second, Chris Dotterweich, Newark; third, Charles Osteritter, Newark; fourth, Ed Byron, Australia. Time 2:32⅘.

Australian Pursuit Race, Amateur—Won by John L. Staehle, Newark; second, Henry Werner, Newark; third, Fred Taylor, Newark; fourth, Harry Hoffman, San Francisco. Time 6:38⅖. Distance 2⅚ miles.

Five-mile National Championship, Professional—Won by Alfred Goullet, Newark; second, Willie Spencer, Toronto; third, Frank Kramer, East Orange; fourth, Arthur Spencer, Toronto. Time 12:05. Last eighth-mile, 11⅕ seconds.

One-mile Invitation, Professional—Won by Frank Kramer, East Orange; second, Alfred Goullet, Newark; third, Arthur Spencer, Toronto; fourth, Bob Spears, Australia. Time 2:40.

Two-third-mile Handicap, Professional—Won by Tom Bello, Brooklyn, 65 yards; second, Alfred Grenda, Australia, 30 yards; third, Fred Hill, Boston, 30 yards; fourth, Alfred Goullet, Newark, scratch. Time 1:13⅘.

Miss-and-out, Professional—Won by Fred Hill, Boston; second, Eddie Madden, Newark; third, Jake Magin, Newark; fourth, Willie Hanley, San Francisco. Time 5:25⅗. Distance 2⅔ miles.

Arthur Spencer, the Winner of the 1917 American Championship

HOW SPENCER WON TITLE

During the season six title races were run. Arthur Spencer won the quarter-mile, third-mile, half-mile, was disqualified in the one-mile, won the two-mile and finished fourth in the five-mile. Alfred Goullet won the one-mile and the five-mile, finished second in the quarter-mile and the two-mile, third in the half-mile and was shut out of the third-mile. The table showing how the points were earned in all six races follows:

	¼ M.	⅓ M.	½ M.	1 M.	2 M.	5 M.	Pts.
A. Spencer ...	5	5	5	0	5	1	— 21
Goullet	3	0	2	5	3	5	— 18
Kramer	0	3	0	2	2	2	— 9
Spears	0	2	3	3	0	0	— 8
W. Spencer...	0	1	0	0	1	3	— 5
Verri	2	0	1	1	0	0	— 4
McNamara ...	1	0	0	0	0	0	— 1

Points in the championship races score: 5 for first, 3 for second, 2 for third, 1 for fourth.

OLIVER BEST AT WICHITA

Lincoln, Neb., Rider Takes 25-Mile Race Run by Hamilton Bicycle Co., July 4

WICHITA, Kas., July 5.—Jay Oliver, a very speedy rider from Lincoln, Neb., captured first place in the 25-mile road race to Andover and return, which was run by the Hamilton Bicycle Co. yesterday. Oliver was timed for the course in 1 hour and 15 minutes, which is said to be the fastest 25-mile race event run in the State.

Twenty-six of the fastest riders in this section started and 20 of them finished. Don Root, who led at Andover and almost to the tape ran a close second to Oliver. Don Boggs, riding a stock bicycle, finished third. The next seven finished in this order: Fourth, G. Eisemenn; fifth, Earl Nash; sixth, L. Quick; seventh, E. Roland; eighth, V. Smalley; ninth, Gillespie; tenth, Dean Boggs.

MADONNA IN FORM

Providence Italian Takes Carman, Bedell and Lawrence Into Camp

PHILADELPHIA, Pa., July 10.—Vincent Madonna, the Providence Italian, was the class of the field in the 50-mile motor-paced race at the Point Breeze track, Thursday night, July 5. Madonna met Champion Clarence Carman, Menus Bedell and Percy Lawrence. Carman finished second and Bedell third. The time was 1 hour 2 minutes and 27 seconds.

Billy Armstrong, William Vandeberry and Steve Senhouse ran first, second and third, respectively, in both professional motorcycle races. The first was at three miles and the time was 2:16⅖. In the second at five miles the time was 3:47⅗. In an effort to beat the track record of 41 seconds for a mile, Armstrong was timed in 41⅕.

CYCLE RACING NOTES

Two members of the Empire City Wheelmen, Brooklyn, have joined the Engineering Corps. Ray Krusher and Alfred Bideau are the ones that will aid the regular army.

It might be good for the game if the governing body looked into the Point Breeze track, Philadelphia. The course is rough and is figured to be dangerous by the riders that have competed there.

Allie Krushel, the Buffalo amateur who has been racing at the Newark track, journeyed home for the Fourth, competed in a 25-mile road race and won time prize from scratch, much to the consternation of his fellow townsmen.

A new record was made at the Newark Velodrome last Sunday. No! you're wrong; it was not a rider that made the record, but the much abused referee. The "ref" forgot to disqualify anyone, fine a single rider, or do anything mean to the pedal pushing pirates. What joy there was on tap among the combinations.

KRAMER CLIPS RECORD

Ex-Champion Betters Time in His Heat of Half-Mile Handicap Race

NEWARK, N. J., July 10.—The July 4th races at the Velodrome were curtailed by rain after all the heats of the half-mile professional and seven of the heats of the two-mile national championship had been run. The outstanding feature of the abbreviated meet was the performance of ex-champion Frank Kramer in the handicap heat. Kramer started from scratch and won in 53 seconds, one-fifth of a second better than the record of Alfred Grenda, the Australian, which was made at the same track August 25, 1915. Kramer was given a great hand for his record ride.

The following amateurs qualified for the semi-finals of the title race: Amateur Champion John L. Staehle, Andrew Ciaciuch, Chris Dotterweich, Harry Hoffman, Gus Lang, Henry Werner and C. A. Osteritter. Fred Taylor, who was pressing Staehle for the title the hardest, was disqualified for switching Werner in his heat. This practically gives Staehle the title for the year. Staehle has 17 points and if he wins a single point in the next two races he cannot be beaten for the championship..

SPEEDY CYCLISTS ON TRAINERS' ANNUAL OUTING

When the Newark Velodrome Trainers' Association Journeyed to Tottenville, Staten Island, July 2, the Racing Cyclists Went Bathing. From Left to Right—Professional Sprint Champion Arthur Spencer, Charles Osteritter, Newark; Ed Byron, Australia; Eddie Madden, Newark; Reggie McNamara; Amateur Champion John Staehle; "Dan," a Trainer; Willie Spencer, Toronto; Fred Taylor, Newark; Harry Hoffman, 'Frisco

JULY 4 AT PROVIDENCE

Local Dealer Promotes 12-Mile Race That Brings Out Large Crowd

PROVIDENCE, R. I., July 9.—Luigi Matarese, 2½ minutes, won the 12-mile road race held in this city July 4, the event being given under the auspices of John Montecalvo, a local bicycle dealer. The victor's time was 34 minutes. A heavy rain the night before made but very little difference to the course which is of macadam. Prizes were donated by merchants about town and some keen competition was seen.

John Flynn, of Whitinsville, who started from scratch, won the first time prize, making the course in 33 minutes, while Young Lancelotti, also starting from scratch, took second time prize by finishing five seconds later. The following is the summary:

Pos.	Rider	Hdcp.	Time
1.	Luigi Matarese	2:30	34:00
2.	Joseph Pastore	2:30	34:30
3.	Charles Barto	5:00	37:00
4.	Fred H. Hassen	1:00	34:00
5.	John Flynn	Scr.	33:00
6.	Young Lancelotti	Scr.	33:05
7.	Frank Depanni	1:00	34:03
8.	Natale Palselli	1:00	34:05
9.	Anthony Morraco	1:00	34:30
10.	Joe Mitalo	Scr.	36:00

"TIBBY" RIDES WELL AT PEORIA

PEORIA, Ill., July 7.—"Tibby" Langhoff, mounted on an Excelsior bicycle fitted with Palmer tires, won first place and first time prize from scratch in the 12½-mile road race run by Voss Bros., July 4. His time was 39:56. A. Schramm, on an Overland, which was shot with Diamond tires, ran second and C. Schultz on an Excelsior with Goodyear tires, third. F. Cowan and D. Howerton, both on Excelsiors fitted with Diamond tires, finished fourth and fifth, respectively. All of the 27 riders that started the race finished.

JACK PRINCE WANTS SANCTION

NEW YORK, N. Y., July 10.—Chairman R. F. Kelsey, of the National Cycling Association Board of Control, announced that he had received a wire from Jack Prince asking for a sanction for a track in Salt Lake City. When Prince will start building has not been disclosed, but it is expected to be shortly.

BROOKS A SPEEDY RIDER

Wins 25-Mile Contest Promoted by Buffalo Dealer—Krushel Cops Time Prize

BUFFALO, N. Y., July 9.—Fifty-one amateur cyclists started in the 25-mile road race run by George T. Simpson, a local dealer, who styled the race the Saturn Road Race. Herbert Brooks, a member of the Saturn Club, won the race from the 11½-minute mark in 1 hour 11 minutes and 14 seconds. Second place went to Edward Voght, of Rochester, and third honors were taken by Walter Bryzkey, an unattached cyclist. Eddie Levy finished first, but was disqualified for being paced by an automobile.

Allie Krushel, the local star, who has been competing at the Newark, N. J., Velodrome, came home for the race and captured first time prize from scratch. Krushel beat Isadore Gronkowski by a length. Fred Schell and Joe Schieder, also honor men, won third and fourth time prizes respectively. The first 15 riders finished as follows:

Pos.	Rider	Hdcp.	Time
1.	Herbert Brooks	11:30	1:11:14
2.	Edward Voght	5:00	1:05:24
3.	Walter Bryzkey	9:00	1:09:25
4.	Arthur Lohman	6:00	1:06:32
5.	Nick Weber	8:00	1:08:33
6.	John Lappano	7:00	1:07:51
7.	Richard Pfleger	7:00	1:07:52
8.	Robert Blair	10:00	1:10:36
9.	Frances Schoell	9:00	1:09:37
10.	Tony Burke	2:00	1:03:30
11.	Al Krushel	Scr.	1:01:39
12.	I. J. Gronkowski	Scr.	1:01:40
13.	Fred Schell	Scr.	1:01:41
14.	Joe Schieder	Scr.	1:01:42
15.	J. J. Gibbins	3:00	1:04:43

NELSON WINS AT CHICAGO

CHICAGO, Ill., July 9.—Edward Nelson, a member of the Norwegian Turners, won the 15-mile bicycle race of the American Wheelmen on July 4. Nelson had a handicap of four minutes and he was timed in 38:45. Roy Mobeck, five minutes, and Paul Quirk, three minutes, finished second and third, respectively. Roy McWhirter, of the Northwest Skating Club, finished in 18th place from scratch and captured first time prize in 36:05. Carl Stockholm and H. Hoffman, both scratch men, won second and third time prizes. Twenty-six riders finished.

BELANGER FINISHES FIRST

WHITINSVILLE, Mass., July 10.—A. Belanger, of Northbridge, won the 12-mile boys' race run by the Whitinsville Wheelmen's Association on July 4. Belanger started from the three-minute mark and he was timed in 36:37. Second place was taken by Oliver Goulet, who started with Belanger. Time prize was annexed by Louis Marcello, of Uxbridge, the scratch man. Marcello's time was 34:05.

BOOSTER HAS PATRIOTIC NUMBER

MILWAUKEE, Wis., July 9.—The patriotic number of the *Bicycle Booster,* the house organ of the A. O. Smith Corp., makers of the Smith Motor Wheel and the Smith Flyer, is now being sent out. Sales talks by J. E. Van Toor, assistant sales manager, a page of photos of Smith product users in action and other interesting matters for riders and dealers are included in the live 18-page booklet.

DENVERITE ORGANIZES BOYS' CYCLE CORPS

Members of Olinger Bicycle Corps Lined Up in Front of the Colorado State House

DENVER, Col., July 7. George W. Olinger, one of the city's leading business men, is always willing to aid the youngsters in cycling and sport and takes delight in aiding their betterment. A year or so ago he got together in the neighborhood of 500 boys and organized the Olinger Highlanders. Each one of the boys, who by the way average 10 years old, was given a uniform and other equipment necessary for a soldier. An army officer was next secured and the boys began their training

It was not until this summer, however, that the organization was fully completed and that came about when Mr. Olinger conceived the idea that a bicycle corps was necessary. This has just recently been formed and is fast attaining the perfection of the other units of the Olinger Highlanders. It is planned to enlarge the bicycle corps from time to time, and at present their are about 15 members.

BERWICK HAS SIX RACES

James Ferruchi Stars at July 4 Meet of Berwick Athletic Association

BERWICK, Pa., July 10.- A large crowd turned out for the bicycle race staged by the Berwick Athletic Association on July 4. The events were well contested, with James Ferruchi winning the feature of the day, the Australian pursuit race. Summaries:

Boys' Australian pursuit race. Won by Carl Dentler; second, Frank Birt; third, James Kramer; fourth, Dan Pettit.

Two-mile handicap Won by Tom Muggia; second, Dan Pettit; third, Lauren Martin; fourth, Milton Moyer; fifth, James Ferruchi. Time, 5:44.

One-mile junior. Won by John Suvada; second, John Miller; third, Daniel Hixon. Time, 2:59⅖.

Two-mile match race Won by Frank Denmuzy; second, Tom Cain. Time, 5:21⅕.

One-mile open for boys. Won by Frank Birt; second, Ernest Wright; third, John Suvada. Time, 2:27⅕.

Australian pursuit race. Won by James Ferruchi. second, Thomas Muggia; third, Frank Yeager; fourth, Lauren Martin.

Three-quarter-mile handicap, amateur.—Won by William Eager, Newark, 15 yards; second, William Cupit, Roxbury, 45 yards; third, Marcel Burger, San Francisco, 15 yards; fourth, Elmer Duncan, Everett, 50 yards. Time, 1:31⅕.

Miss-and-out, amateur. Won by John Fardig, Orient Heights; second, Louis Hiban, New York City; third, Marcel Burger, San Francisco; fourth, Frank Jehan, New Haven. Time, 3:12⅗. Distance, 1½ miles.

Half-mile handicap, professional.—Won by Lester Bowker, Inwood, L. I., 55 yards; second, Hugh McPartland, Boston, 65 yards; third, Tommy Grimm, Newark, 15 yards; fourth, Percy Lawrence, San Francisco, scratch. Time, 56⅘ seconds.

Five mile open, professional.—Won by Lloyd Thomas, San Francisco; second, Percy Lawrence, San Francisco; third, Pat Logan, South Boston; fourth, Tommy Grimm, Newark. Time, 11:51⅕.

Five mile tandem paced race, professional.—Won by Pat Logan, South Boston; second, Lloyd Thomas, San Francisco. Time, 9:59⅘.

Twenty five-mile paced race. Won by George Wiley, Syracuse; second, Victor Linart, Belgium. Time, 34:36⅘.

FIREWORKS AT REVERE

Linart, Belgian, Penalized by Referee, Raises a July Fourth Commotion

REVERE, Mass., July 10. There were fireworks at the Revere Cycle track on the night of July Fourth, but they were not of the explosive kind. The fireworks were supplied by Victor Linart, the Belgian, who was racing George Wiley, the Syracuse rider, a match race. Linart got off his bicycle without any reason and the referee ruled that Wiley was the winner. Linart protested vehemently, but to no good. Summaries:

BICYCLES FOR INVALID SOLDIERS

TORONTO. The women of Toronto are sure realizing the benefits to be derived from cycling. Recently the young women employed by the Keens Manufacturing Company took up a collection with which twelve bicycles were purchased for convalescent soldiers. Six of the wheels were sent to the military hospital at Whitby, Ontario, and the remainder were delivered to the Booth Memorial Hospital here. All the soldiers in both institutions who are able to be out of bed are now taking their turns for bicycle rides.

RACE FOR HUDSON, MASS.

HUDSON, Mass., July 10. Henry Clark, a local dealer, is to promote a 10-mile road race here on Saturday, July 14. Clark is being assisted by Messrs. Daws and Robinson, two other local dealers.

SPORT AT WICHITA

Bicycle Track Races Follow Road Race Run in Live-Wire Kansas Town

WICHITA, Kans., July 5.—A large crowd turned out for the bicycle races at the West Side track yesterday. Henry O'Brien, M. Harvel and Alfred Theroulde were the winners of the various events, all of them being hotly contested

O'Brien won the half-mile race in 1:20. Siegel finished second and Elrod third. The feature of this race was the riding of O'Brien, who had ridden the 25-mile road race in the morning. The one-mile race was captured by Harvel in 2:46 4/5. Alfred Theroulde finished second and L. Quick third. W. Mann and E. Nash ran fourth and fifth respectively. Theroulde won the two-mile race in 5:31. Don Root, Williams, George Young and Henry O'Brien finished as named.

FOREIGN RACING

At the Velodrome Sempione, Milan, Italy, Sunday, June 3, Oscar Egg, the Swiss, defeated Thorwald Ellegaard, the Dane, and Amedeo Polledri, the Italian champion, in a three-heat match race. Egg won the first and third heats, and Ellegaard the second. A tandem race went to Ellegaard and Bolzoni, with Egg and Polledri second.

Bobby Walthour, the Yankee, teamed with Rousseau, a French rider, won a 50-kilometer team race at Lyons, France, Sunday, June 17. Ten teams were entered and Walthour and Rousseau were timed in 1:18:15⅕. Walthour also competed in a sprint match with Bertrand and Rousseau, and he finished third, Bertrand taking two out of the three heats.

WITH THE SPEEDSTERS

July 15, Mansfield, O.—Race meet.

July 18, Pittsburgh, Pa.—Bicycle parade and races at picnic of Business Men's Association of East North Side.

July 21, Whitinsville, Mass.—Sixteen-mile open road race under auspices of Whitinsville Wheelmen.

Aug. 5, New York City—Carnival of races of the Century Road Club Association, New York Div. Rain date, Aug. 12.

August 25, Whitinsville, Mass.—Twenty-mile road race under auspices of the Whitinsville Wheelmen's Association.

September 3, Greeley, Colo.—Race meet. Island Grove Park, Greeley M. C.

September 3, Uniontown, Pa.—Race meet at speedway, auspices of Speedway Association.

Sept. 9, New York City—Ten-mile open handicap road race of the New England Wheelmen. Rain date, Sept. 16.

Sept. 23, New York City—Ten-mile open handicap road race of the Century Road Club of America, New York Div. Rain date, Sept. 30.

Oct. 7-14, New York City—Annual road championships of the Inter-Club Amateur Cycle Road-Racing League. Rain date, Oct. 21.

I am the Carpenter—

"EVERY job's a rush one these days.

"It's just a continual jump from one to another.

"My bicycle saves me a lot of time and energy shifting from place to place—to say nothing of letting me get home to warm meals at noon.

"Working out of town, I simply spin over to the nearest restaurant instead of eating a cold meal out of a pail.

"But I'm sure even the bike would not be the time- and fatigue-saver that it is, if it did not have the New Departure Coaster Brake."

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The Brake that Brought the Bike Back.

For a time-saver they cannot beat the bicycle. We issue literature for your counter that makes people wonder how they ever overlooked a bicycle for their own particular business.

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SEATTLE AND TACOMA RIDERS AT PICNIC

Fred Mercer and Ray Day Play Hosts to Record-Breaking Crowd of Indians; Fine Lunch and Big Sports Program

SEATTLE, Wash., July 1.—The joint picnic for Indian riders of Seattle and Tacoma, held at American Lake today, proved to be one of the biggest gatherings of motorcyclists this year, and certainly the biggest gathering of Indian riders ever held in the Northwest. Fred Mercer, of Seattle, and Ray Day, of Tacoma, were the hosts, and furnished everything from sandwiches to stunts.

A group of 43 Indians left Seattle for Tacoma at 10 o'clock, and others followed later. At Tacoma, after a 42-mile ride over pavement, the Seattle boys found an equally large crowd from the Tacoma wigwam lined up awaiting the word to start. The bunch then headed for American Lake. With the exception of several miles through a dense forest, the road from Tacoma to the picnic ground was over the concrete roads that are making Pierce county famous.

A census of the machines taken just before lunch showed 60 solos, 20 sidecars and six Light Twins present. Several other parties arrived during the afternoon, bringing the number up to nearly 100; and it was a jovial and enthusiastic crowd.

Then Came the Lunch

The lunch was spread out on a shady spot bordering the lake, and embraced everything that well-appointed picnic lunches are popularly supposed to be composed of. Ballou & Wright, Northwest distributors of the Indian, saw to it that everyone present had all the ice cream they could hold and then some.

At the conclusion of the lunch a sports program that commenced with a blindfolded ice cream feeding contest between two riders, and ended with a blindfolded fight with paper clubs between Ray Day and Fred Mercer, kept the crowd amused. Other features of the program were three-legged races for both ladies and gentlemen, 50-yard dashes, machine pushing contests, etc. The prizes ranged from gallon cans of Monogram oil for the gentlemen to boxes of candy for the ladies, included a silver loving cup and an "Iron Cross" won by Ray Day.

The Firestone representatives, in the person of Frank Hawkins, of the Seattle branch, and "Brownie" Carslake, of the Los Angeles branch, pulled the surprise of the day when they appeared in an Indian sidecar outfit dressed as Indians. Stunts have been pulled on motorcycle picnics in the past, but nothing to equal this. They also handed out Firestone pennants and Firestone "Service" to everyone within reach. They finished by attempting to scalp the hosts with butcher knives, and would have succeeded, but were appeased with promises of future tire orders.

May Be Annual Affair

With the sports program out of the way, everybody who could swim, and most of those who could not, adjourned to the bathing beach nearby—for be it known that while this was the second time this year that the sun has done the right thing for Northwest riders (the other times it rained), it went farther than usual and distributed sunburn with a lavish hand. The majority stayed until late Sunday evening, enjoyed themselves in various ways and returned when it was cool.

This is the first attempt made by the Seattle and Tacoma Indian riders to hold a picnic, and it met with such splendid success this year that it will undoubtedly be an annual event. It is certain that the satisfied riders are strong for the annual picnic idea.

SPRINGFIELD PROGRAM

Three Motorcycle Events in Connection with Auto Races Draw Big Crowd

SPRINGFIELD, Ohio.—A successful combination automobile and motorcycle racemeet was held at the county fairgrounds July 4. In the motorcycle program James Davis, of Columbus, won the five-mile race in 6:35. His partner, George Brady, on the same machine, won the 10-mile event in 13:57. The five-mile sidecar race was won by Charles Mechlin of Springfield in 8:05⅖. The summaries:

Five-mile—First, James Davis of Columbus, Indian; second, George Brady, Columbus, Indian; third, Andy Little, Springfield, Indian. Time 6:35.

Ten-mile—First, George Brady, Indian; second, James Davis, Indian; third, Albert Rockwell, Springfield, Harley-Davidson. Time 13:37.

Five-mile Sidecar Race—First, Charles Mechlin, Springfield, Indian; second, James Davis, Indian. Time 8:05⅖.

VERGIN TAKES CLIMBING HONORS

MOUNDSVILLE, W. Va., July 9.—Joseph Vergin, with Harley-Davidson and sidecar outfit, made the best showing in speed trials on Waynesburg hill. Vergin climbed the two and two-tenths miles grade in four minutes eight and four-fifths seconds. Park Harris and Arch Stultz, also mounting Harley-Davidsons, were second and third, respectively.

MOTORCYCLES IN MANOEUVRES

KANSAS CITY, MO., July 5.—Motorcycles formed an important unit in the military movements of the National Guard of Missouri in the Fourth of July celebration at Swope Park. The company has three motorcycles in the signal corps and one with the headquarters staff at Camp Nichols in this city.

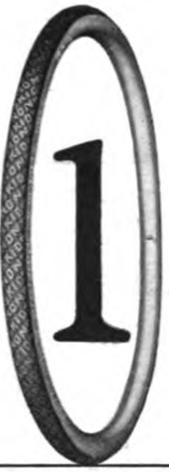
BLUEFIELD RACEMEET WINNERS

BLUEFIELD, W. Va., July 9.—The 15-mile event in the Fourth of July motorcycle races held at the local fair grounds was won by S. G. Thomas, of Appalachia, Va., with R. L. Walker, of Bluefield, second, and A. M. Castle, of Switchback, third. Walker and M. S. Stevenson, of Bluefield, were the only entrants in the 10-mile race, and Stevenson wont out by about 15 yards. Motorcycle races will be staged at the fairgrounds August 29, during the State Convention of the Knights of Pythias.

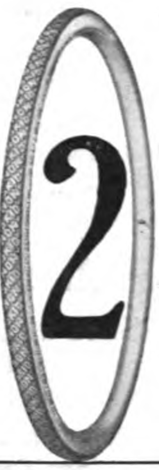
DIRECTORY OF ADVERTISERS

	Page
Bearings Co. of America, Lancaster, Pa.	48
Benton Co., L. F., Vergennes, Vt.	48
Champion Spark Plug Co., Toledo, Ohio	6
Continental Rubber Works, Erie, Pa.	Cover 3
Corbin Screw Corporation, New Britain, Conn.	45
Davis Sewing Machine Co., Dayton, Ohio	40
Diamond Chain & Mfg. Co., Indianapolis, Ind.	4
Duckworth Chain & Mfg. Co., Springfield, Mass.	Cover 2
Eclipse Machine Co., Elmira, N. Y.	Cover 2
Ericsson Mfg. Co., 1115 Military Road, Buffalo, N. Y.	48
Excelsior Motor Mfg. & Supply Co., 3703 Cortland St., Chicago, Ill.	1
Fafnir Bearings Co., New Britain, Conn.	47
Fentress Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	48
Firestone Rubber Co., Akron, Ohio	39-48
Frasse & Co., Peter A., 417 Canal St., New York	48
Gibson Mon-Auto Co., Woolworth Bldg., N. Y. City	Cover 4
Goodyear Tire & Rubber Co., Akron, Ohio	2-3
Harley-Davidson Motor Company, Milwaukee, Wis.	5
Hawthorne Mfg. Co., Bridgeport, Conn.	44
Hendee Mfg. Co., Springfield, Mass.	9
Henderson Motorcycle Co., Detroit, Mich.	7
Miami Cycle & Mfg. Co., Middletown, Ohio	47
New Departure Mfg. Co., Bristol, Conn.	37
Reading-Standard Co., Reading, Pa.	44
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	45
Sargent, Lester L., N. W. Cor. 10th & F Sts., Washington, D. C.	48
Schrader's Sons, Inc., 783 Atlantic Ave., Brooklyn, N. Y.	Cover 2
Splitdorf Electrical Co., Newark, N. J.	8
Standard Co., Torrington, Conn.	42
Stevens & Co., 375 Broadway, New York	45
United States Tire Co., 58th St. & Broadway, New York	10-43
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	47

BLACK TREAD
Red
Side
Wall



BLUE TREAD
White
Side
Wall



RED TREAD
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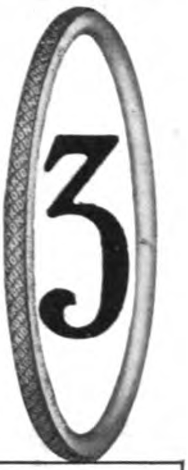


GO!

Off to a flying start, Firestone Bicycle Tires are already known for those sterling qualities that have made Firestone Motorcycle Tires standard equipment on all the leading motorcycles. The Firestone line is the easy line to sell. Easy, because there are just three models, each built up to a standard, each in a class by itself, for quality and attractiveness. Firestone Bicycle Tires are easy for your customers to buy, because there is no bewildering array of styles, treads and prices to confuse them. Just three tires, each the best in its class, all worthy of the Firestone slogan, "Most Miles per Dollar."

1 A handsome, strongly-built tire for heavy service. Two plies of Motorcycle fabric, impregnated with rubber and with generous skim coat of pure gum to act as cushion between plies and to bind them together. Thick rubber tube and tough Non-Skid tread and heavy flannel rim strip.

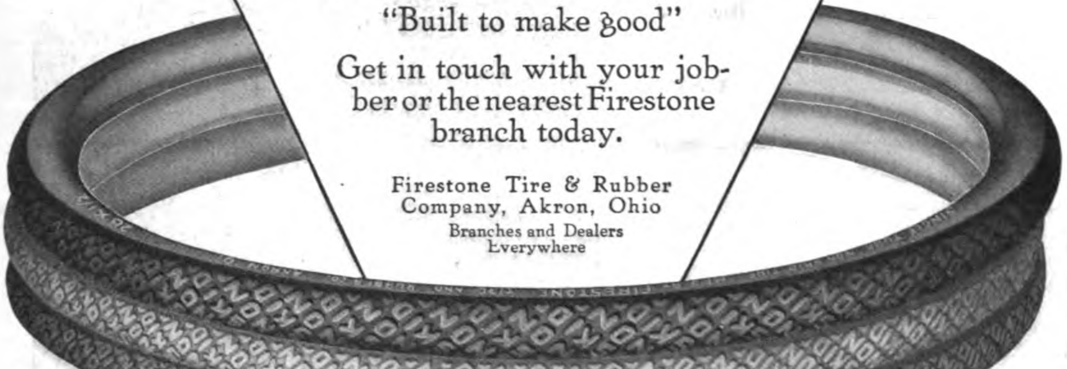
2 Two plies of fabric with two extra plies inserted under the tread. Non-Skid tread, flannel rim strip, tough inner tube and fine appearance.

3 By far the finest looking, easiest riding and most durable popular-price tire made. Two plies of fabric with one extra ply under Non-Skid tread.

"Built to make good"

Get in touch with your jobber or the nearest Firestone branch today.

Firestone Tire & Rubber
Company, Akron, Ohio
Branches and Dealers
Everywhere



Firestone

BICYCLE NON-SKID TIRES

Real Rest--and Lots of Fun

"That was a great vacation we spent with our Dayton Motor Bicycles—plenty of invigorating fresh air, appetizing meals and quiet, restful nights—with lots of real sport.

"We were always up bright and early, racing along through the cool, sweet breeze. When noon came we were more than ready for a big dinner at a farm house or village inn. Then we hunted some cool spot along the river bank, or rode slowly along some shady road. At night we stopped at a quiet country hotel.

"It was real rest—nothing to hurry for, or worry about. A little gasoline and oil was all our engine needed to whirl us along over the hills and across the valleys.

"And the best part of it is we still have our Motor Bicycles so we can take week-end vacations all the rest of the summer.

"We surely are glad we spent our vacation money for a Dayton Motor Bicycle."

Why don't you do likewise?

Write us for the name of your nearest Dayton Dealer.

The Davis Sewing Machine Co.
Cycle Department
528-538 Linden Ave. Dayton, O.

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

MORE AID FOR SOLDIERS

Club Formed in Toronto Will Supply Wounded Men With Smith Flyers

TORONTO.—The very latest in Canadian cycledom is the "Little Red Car Club." One has been organized in Toronto and the purpose of the club is to raise funds to purchase Smith Flyers for maimed soldiers, particularly those who have been unfortunate enough to lose both legs. Some ten Smith Flyers have already been presented to returned heroes in this way.

One day recently at the horse races at Hillcrest Park, Toronto, the sum of $334.25 was collected by representatives of the Little Red Car Club. A donation has also been received of $190 from Sir John Eaton, of Toronto. This gift was just sufficient for the purchase of one Flyer at the Canadian retail price.

It is the intention to stage a soldiers' Smith Flyer parade in the near future and the war heroes also want to have some races on a local track.

FOURTH SON GOES TO WAR

NEW WESTMINSTER, B. C.—The fourth son of T. J. Trapp, the Excelsior dealer of New Westminster, has arrived in England as a soldier. This is George Trapp, who has become a member of the Royal Flying Corps. Another son, Stanley, met death in action last fall with the Royal Flying Corps, while Tom, the oldest boy, is a major with the 131st Battalion, and Donovan is serving with another British Columbia infantry battalion somewhere in France.

CYCLIST RESERVE HEADQUARTERS

OTTAWA.—To place the cyclists of the Canadian Overseas Army on a definite and distinctive basis, the War Office has authorized the establishment of the Canadian Cyclist Reserve Headquarters with an establishment of twenty-two officers and 271 men.

Men are being recruited all over Canada for the cycling branch of the army and a bicycle company is in training at Camp Borden, Ontario, under Lieutenant W. A. Potts, along with the Royal Flying Corps.

WANT PARK RESTRICTIONS REMOVED

CALGARY, Alta.—The motorcyclists of Calgary are greatly interested in a movement on the part of local citizens to secure a removal of restrictions affecting the entry of motor vehicles into the National Park at Banff. A few years ago no motorcycles or automobiles were permitted inside the limits of the park and even yet a special license must be secured before vistas of the park scenery can be enjoyed because the area comes under Federal jurisdiction. Those who live within the park boundaries must also secure a Provincial license before traveling outside of the National property.

LONG TOUR AWHEEL

Three Vancouver Lady Cyclists Will Ride to Mexico and Back

VANCOUVER, B. C.—The three most ambitious wheelwomen of Vancouver, B. C., have started out on a bicycle tour of 1,800 miles, which will carry them from the land of the Maple Leaf to the unsettled atmosphere of Mexico during the next three months. The start was made under auspicious circumstances from the steps of the local court house on Wednesday, June 20. During their three-flag trip they expect to be quite independent of hotels and other public accommodation as they have taken along a complete assortment of camping paraphernalia and cooking utensils. Incidentally, they hope to earn their living as they travel along by the sale of souvenirs.

The three cyclists are Mrs. and Miss Grady and Mrs. H. B. Skidmore and their are using Hudson bicycles. At the start they appeared in smart riding attire of masculine tendency and they looked ready and fit for the test. Their getaway aroused considerable local interest and a band of twenty members of the Vancouver Bicycle Club saw them over the fine Kingsway to New Westminster and thence to the International boundary line. They were assisted in their preparations by L. Haskins, of Haskins and Elliot, the Vancouver agents for Miami-made bicycles. Not one of the three ladies has before attempted a long cycling tour. They will call on Miami dealers along the 1,800 mile route through the Pacific Slope States.

STRIKE CAUSES CYCLE RUSH

VANCOUVER, B. C.—The three principal cities of British Columbia, Vancouver, Victoria and New Westminster, have been tied up with a street railway strike and the immediate result has been that all bicycle stores in the three places have been practically cleaned out of everything that looks like a bicycle.

DEALERS IN NEW QUARTERS

VICTORIA, B. C.—Two bicycle men of Victoria have secured possession of new premises because "the bicycle trade is back where it ought to be." R. A. Ruffle has moved into spacious quarters on Yates Street and business at his new location has increased in proportion already. R. B. Godfree has opened a branch store on Blanchard Street, around the corner from his established place of business on Yates Street.

C. W. A. MEETING

Special Committee Named to Lay Plans for the Provincial Championships

TORONTO, Ont.—An important meeting of the executive of the Canadian Wheelmen's Association was held at 210 Victoria street, Toronto, on Tuesday evening, June 19, for the purpose of organizing a general competition committee. This step was found necessary because of a greatly increased interest in bicycle racing in Canada this year. F. A. O. Johnston was elected chairman of the new committee, with H. E. Richard, treasurer, and W. M. Gladish, secretary. These are special offices and do not conflict with the regular appointments for the year.

The immediate matter in hand is the staging of the Provincial championships in Toronto. The 1917 Dominion championships will be held in London, Ont., it was announced, while bicycle racemeets are to be held in Peterboro, Ont., on July 2, and in Montreal in August.

The protest of Ray Goldsmith, of the Salem Bicycle Club, Toronto, against the awarding of the second time prize in the bicycle road race at London a few weeks ago to another competitor, was investigated. Evidence was received from G. A. Wenige, of London; Vice-president R. H. Falconer, of Toronto; and W. M. Gladish, Toronto. More details will be secured.

CONGESTION IN MONTREAL

One-Way Traffic Rules Necessary in Some Streets to Relieve Situation

MONTREAL, Que.—One-way traffic regulations for bicycles and motorcycles, as well as for larger vehicles, are being enforced on two of Montreal's downtown streets because of congestion on the thoroughfares. Cycles must not travel from west to east on St. James street, between Notre Dame and McGill street, and they must not be ridden from east to west on Notre Dame, between McGill and St. James streets. Cyclists are also prohibited from allowing their machines to stand in certain portions of the two streets.

On the recommendation of Controller Ross, the Montreal City Council has decided to adopt motorcycles for use in regulating traffic throughout the city because of a growing number of violations on the part of automobilists of street rules.

TORONTO DEALER ENLARGES STORE

TORONTO, Ontario.—G. A. Ronan, Toronto, who recently acquired the local agency for Pope lightweight motorcycles, has found it necessary to shove out the back wall of his attractive brick store premises on Yonge Street in order to secure more space for repair shop facilities. The backyard of the property has been abolished to provide for the erection of a large rear addition. Ronan handles Pope, C. C. M. and other lines of bicycles.

BIG ARMY OF EXCELSIORITES

TORONTO, Ont.—Percy A. McBride, Toronto, the Excelsior distributor for eastern Canada, is in a position to announce that no less than 1,300 Excelsior motorcycles are now in actual use in Toronto and vicinity.

ST. IVES, MOTORCYCLIST, WRITES OF WAR

Former Marathoner, Who Entered Motorcycling Field, in Letter to Manager of Point Breeze Track, Pictures War Horrors

P[illegible], Pa., July 10.—Henri St. Ives, the [illegible] racing motorcyclist, [illegible] marathoner who [illegible] France to join the [illegible] has written an interesting letter to [illegible] manager of the Point Breeze track, in which he describes some of the horrors of the war now being waged across the sea.

St. Ives, who was connected with the [illegible] Regiment [illegible], was located near [illegible] he was [illegible] a new [illegible] France and protecting [illegible] from invasion. St. Ives was [illegible] and pieces of hand [illegible] time at the [illegible]. The letter [illegible] follows:

"[illegible] morning the [illegible]

"In this fight but two of my command were left alive—myself and another. Both of us were seriously wounded. My back and my left leg were pierced and I was badly cut in seven places. I am to-day in Military Hospital 115 at Cartigny, but even though I am seriously wounded my life is not in danger. I have heard that the United States has declared war on Germany." St. Ives concludes his letter with the following: "I hope this horrible war will end soon, so I can come back to America."

MONTREAL'S NEW CLUB

City's First Motorcycle Body Gets Under Way with Promising Outlook

OTTAWA, Ont.—Ottawa, Canada's Capital, is away with a motorcycle club, the first in the history of the city. At a big meeting in the office of the Ottawa Journal Newspapers held on Thursday evening, June [illegible], it was decided to have a club. The decision was reached after the gathering had been addressed by a number of prominent men, including William [illegible], managing editor of the Journal, and W. [illegible] of Detroit, who is [illegible] competition officer of the American Automobile Association.

Albert [illegible] was appointed [illegible] temporarily and the general election [illegible] will be held soon.

After the close of the preliminary meeting, riders to the number of twenty lined up for a parade of the main streets of the city.

The Ottawa Club proposes to co-operate with the new clubs in Kingston, Montreal and Sherbrooke in the holding of tours, reliability runs, races and similar events.

FRISCO TRADE CONTINUES BRISK

SAN FRANCISCO, July 10.—Fine [illegible] weather combined with the advent of the vacation season has resulted in an unusual demand for both new and used motorcycles in San Francisco and vicinity. At the same time there has been a decided pickup in delivery car sales. Sidecars are reported to be going fairly well, but the demand is not as heavy as it was earlier in the season. Dealers on all sides assert that it is impossible for them to meet the call for used motorcycles, the field being practically unlimited for machines ranging from $150 [illegible]. Cash sales predominate, the dealers say.

WATCH FOR THIS HARLEY-DAVIDSON

[illegible], July 10.—The [illegible] stolen in this State [illegible] that of Philip Esser, 30[illegible] Avenue, Syracuse, N. Y., who was visiting in Pawtucket recently. The machine was a Harley-Davidson with a sidecar and [illegible] attachment, 1917 model. He notified the police [illegible] with a result that the entire state police were notified [illegible] motorcycle in Rhode Island [illegible].

STANDARD PEDALS AND DIAMOND E SPOKES

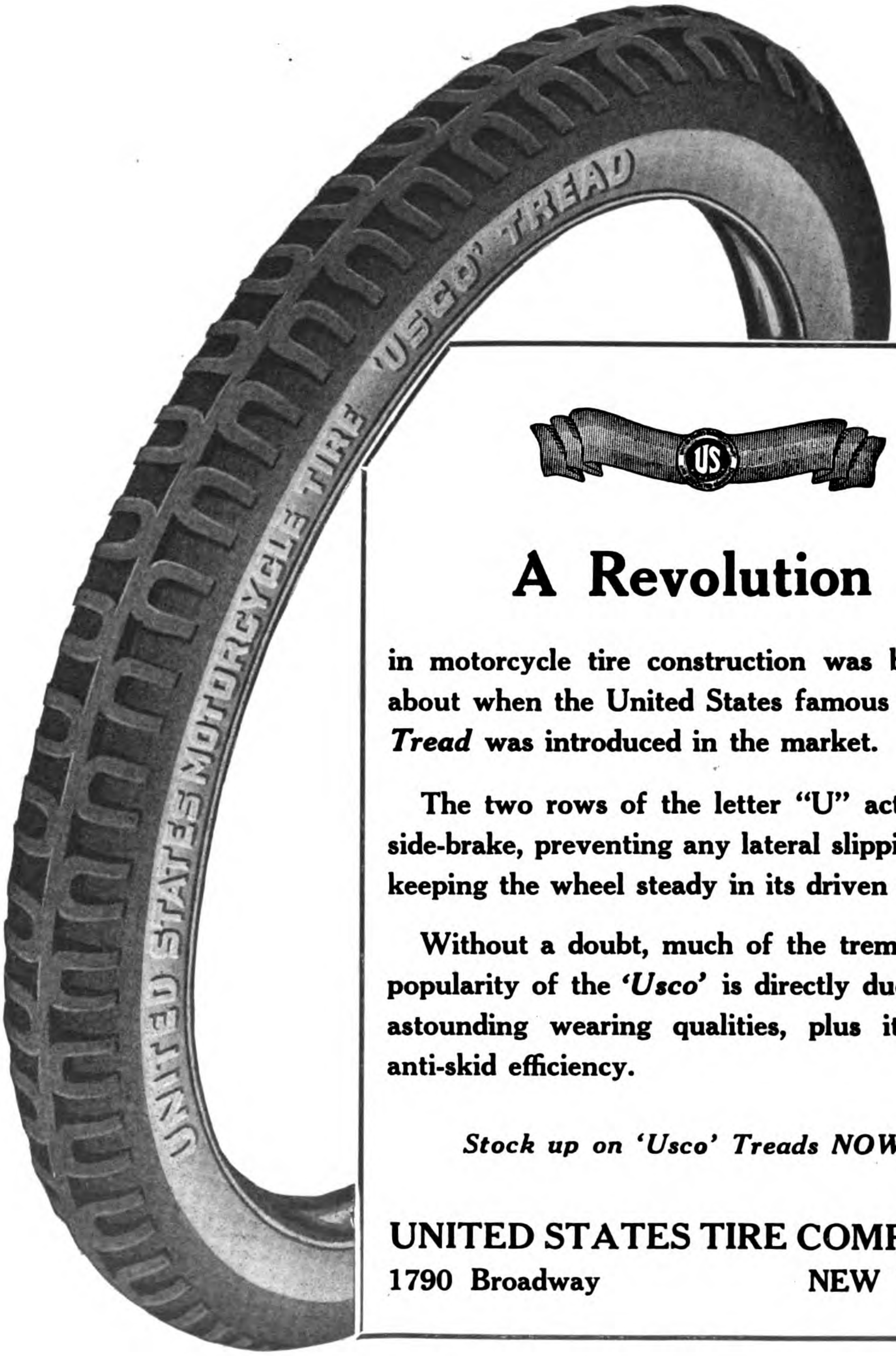
Standard Pedals and Diamond E Spokes mean more to cycle riders and dealers than mere words. To the dealer they mean that cycles equipped with them sell much faster and easier than those without.

To the rider Standard Pedals and Diamond E Spokes mean an assurance of safety and a maximum of riding pleasure.

If you contemplate the purchase of a cycle be sure to insist that the pedals are Standard and that the spokes and nipples are the Diamond E brand made by us. You will then have the best that can be purchased.

Our reputation of long standing is behind every individual article we make. Send for literature. It's free.

The STANDARD CO.
TORRINGTON, CONN.


UNITED STATES MOTORCYCLE TIRE 'USCO' TREAD

A Revolution

in motorcycle tire construction was brought about when the United States famous *'Usco' Tread* was introduced in the market.

The two rows of the letter "U" act like a side-brake, preventing any lateral slipping and keeping the wheel steady in its driven course.

Without a doubt, much of the tremendous popularity of the *'Usco'* is directly due to its astounding wearing qualities, plus its high anti-skid efficiency.

Stock up on 'Usco' Treads NOW.

UNITED STATES TIRE COMPANY
1790 Broadway NEW YORK

NEW REGULATIONS AT CANADIAN BORDER

Stringent Rules Follow Adoption of Conscription by Both United States and Canada; Much Red Tape to Bother Motor Tourists

TORONTO, Ont.—Canadian motorcycle and bicycle tourists have been somewhat in a quandary with respect to conditions governing the crossing of the boundary line between the United States and Canada since the adoption by the two governments of measures which are intended to discourage certain forms of international traffic.

With the decision by both the United States and Canadian governments to adopt military conscription, regulations were put into force to discourage the passing of citizens who might be wanted at home. In addition, the Washington authorities decided some time ago to impose a head tax of $8 on immigrants. John H. Clark, a commissioner of the Immigration Service of the U. S. Department of Labor, has announced, however, that persons who have been residents of Canada or Newfoundland for at least one year will not be subjected to this tax for entry into the United States, providing the stay is to be temporary.

This will admit the usual tourists, but the latter will be required to carry official identification cards and to provide three copies of a photograph from an untouched negative when application for an identification certificate is made. These photographs must show the head and shoulders and must measure two inches square. The pictures are to be full front view, with both ears showing. The applicant must give his full name, occupation, residence and business address, the country of citizenship and other particulars. These certificates will serve as a passport and also as an exemption from head tax.

To facilitate the issuance of these certificates, a United States Immigration Inspection Bureau has been established at Montreal and a second bureau will shortly be opened at Toronto.

The Government Edict

The Canadian government announced on May 25 that all Canadians between the ages of eighteen and forty-five years would be required to have a permit before crossing into the United States, to be obtained from a Canadian emigration officer. Avoidance of the new rule will bring a penalty or a fine of $2,500 or five years' imprisonment or both. Ticket agents or postmasters can supply the necessary application form and the applicant must supply a sworn statement and two photographs, along with many particulars. His application is to be signed by himself and a bank manager, and also by either a chief of police, clergyman or government officer. He must also give four references.

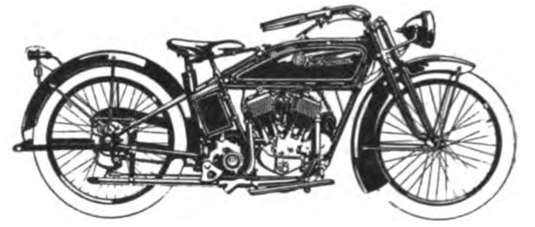
During the past year a very general reciprocal recognition of motor vehicle licenses and the abolishment of bonding arrangements for touring vehicles were effected, thus raising the bars for the practically free entry or departure of road tourists, and international road traffic was very much encouraged by these favors. The new immigration red tape, with all its applications, photographs and references, will probably have such a deterrent effect upon international traffic, however, that the encouragement previously enjoyed will now be ineffective.

NEWS FROM WINDSOR

Bowlby & Gluns in New Quarters; de Vigan Remodels Store

WINDSOR, Ont.—Fine new premises are being occupied by Bowlby & Gluns, the hustling bicycle dealers of Windsor, Ont. The new structure, which was built to the order of this firm for the particular purpose of handling bicycles, is a spacious building with a forty-foot frontage and a depth of 120 feet.

At Ford, Ont., Paul de Vigan and Sons have remodeled the interior of their bicycle headquarters. New partitions have been installed which entirely separate the sales and repair departments and also provide adequate office facilities. Mr. de Vigan reports that over three thousand employees of the Canadian Ford plant possess bicycles. The de Vigan store cuddles right up to the Ford works and the result is that a big business is enjoyed by the firm.



THE

READING-STANDARD MOTORCYCLE

that has met with such wonderful success among both the riders and the dealers this season is the same tip-top machine we have been offering the public for years.

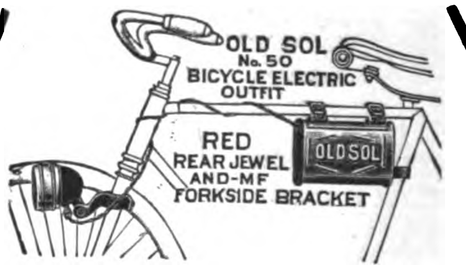
The Reading-Standard is built and tested in the mountains. There is no motorcycle on the market that can surpass the Reading-Standard for all around serviceability.

Dealers, we have a very good proposition to make you. Write us today for Catalogue and Sales proposition.

READING-STANDARD COMPANY

501 Water St., Reading, Pa.

OLD SOL No. 50



BICYCLE ELECTRIC OUTFIT

PRICE $3.50

This is a dandy outfit and sells like hot cakes among boy riders. It is supplied with O. F. bracket for fork, has red rear Signal Lamp of auto type with removable dust proof door. Large size 4" lens, silvered reflector, switch plug at base of lamp —on and off type—with 24 inches of wire. It will give good service. Send for literature.

HAWTHORNE MFG. CO.

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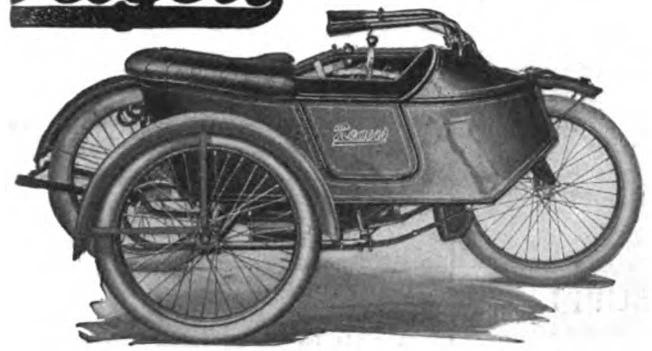
Rogers

Model M, $80.00
F. O. B. Factory



Solid Comfort

IS A SYNONYM FOR THE

Rogers Side by Sidecar

No motorcycle is complete without a Sidecar, but a sidecar that is uncomfortable is worse than no sidecar.

The ROGERS Sidecar expresses the last word in Smooth Going, Easy Riding COMFORT, all the way thru.

There is a ROGERS Sidecar Tailor Made to fit every motorcycle. Just tell your dealer the make and model of your machine and say you want ROGERS. If he can't supply you write to us and we'll send a descriptive catalog.

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Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

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Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

It Keeps Cool

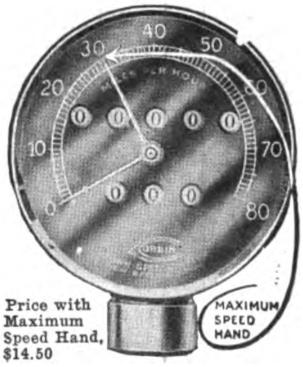
In any situation, under any circumstances, in the hottest weather and in the presence of the most elaborate electrical equipment you can rely upon the record of the

CORBIN-BROWN SPEEDOMETER

Its centrifugal principle makes it immune to all extraneous influences. This quality alone should be sufficient to place the Corbin-Brown on your dash-board, but there are others—

A strong, simple mechanism, a shock-absorbing, flexible shafting, a steady hand and a handsome readable dial.

Then there is the Corbin-Brown Maximum Speed Hand attachment which precludes the necessity of keeping your eyes on the speedometer during fast driving. This hand registers the highest speed and remains at that point until reset at Zero by the rider.



Price with Maximum Speed Hand, $14.50

Extra cost for equipping this device, $2.50. At the nearest garage.

Write for Catalog.

THE CORBIN SCREW CORP.
The American Hardware Corporation, Successor
NEW BRITAIN, CONN.
Branches:
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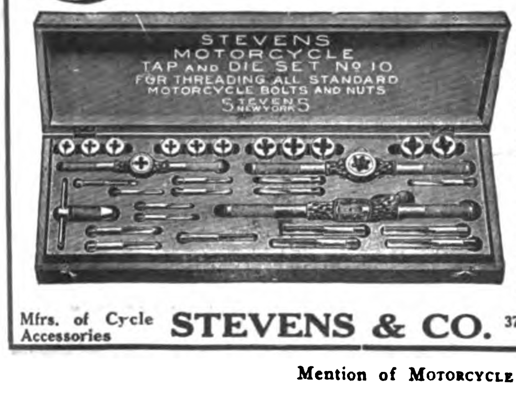
Makers of Corbin Duplex Coaster Brakes for Bicycles.

MASTER THREADS



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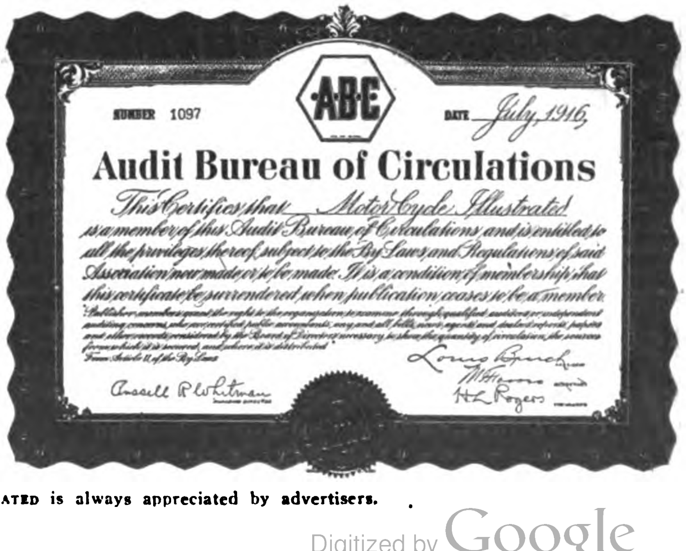
This Tap and Die set for Motorcycles and Bicycles is the highest quality obtainable.

Count the articles in the hardwood case and send for our catalogue.

Mfrs. of Cycle Accessories **STEVENS & CO.** 375 BROADWAY NEW YORK



A·B·C

NUMBER 1097 DATE July, 1916

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Sidecars and parts in stock for all machines
Special attention to dealers.

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Complete Stock of Harley-Davidson Parts, Accessories and Supplies

Expert Mechanics with Factory Experiences.

HARLEY-DAVIDSON SALES CO.
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Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

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All Makes of Bicycles—Expert Repairing
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Write for catalog and our easy payment plan.
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WINGES BROTHERS, 1815 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
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HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
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F. A. M. Shop. College Point.

THE KOCH-RUHLE CO.
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Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
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CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
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COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

FOR SALE

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—Two high-grade English Precision motors, single cylinder. Bosch magnetos and muffler attached, complete ready for use. Bought for experimental purposes, never used. What do you offer? Cycle Department, The Davis Sewing Machine Co., Dayton, Ohio.

TWIN INDIAN and sidecar—beauty, $168. SINGLE EXCELSIOR—like new, $48. Twin INDIAN—overhauled, $75. Harley-Davidson—fine, only $45. HOWELL, 217 Chestnut, Evansville, Ind.

FOR SALE—1916 3-speed Electric Equipped Harley-Davidson, complete with Speedometer, etc., for $250.00—also new 1917 3-speed Electric Equipped Henderson, complete with Sidecar, etc., for $435.00, or will sell machine separate. Write for further information. G. K. Moore, 102 Broad St., Augusta, Ga.

35 NEW AND USED INDIAN MOTORCYCLES AT A SACRIFICE, TO CLOSE ESTATE. WRITE FOR LIST. ALBERT HANSON, 212 SHUKERT BLDG., KANSAS CITY, MISSOURI.

FOR SALE—1917 twin, big valve Excelsior road machine, single speed, special pistons and cam, extra fast, run less than 300 miles, $200. Address H. M., care Motorcycle and Bicycle Illustrated.

FOR SALE—A red Cygnet rear car. Fine condition; run less than thousand miles. Fifty dollars. J. M. Dossman, Valatie, N. Y.

MOTORCYCLE and BICYCLE BUSINESS for sale cheap in the best motorcycle city for its size in the United States. Address T. E. M., care Motorcycle and Bicycle Illustrated.

One 1917 twin EXCELSIOR, fully equipped	$160
One 1914 HARLEY twin two-speed	$120
One 1914 INDIAN twin	$60

T. E. Messer, Corning, N. Y.

MISCELLANEOUS

PUT NEW LIFE in your motor. Aluminum Alloy Pistons made for all makes. Connecting rods lightened and fly-wheels rebalanced. Write for prices. "Bee" O. J. Rhoades & Co., 14-16-18 S. St. Clair St., Dayton, Ohio.

WANTED—Harley-Davidson side car or chassis. State lowest price and conditions. Fisher's Cycle Shop, Great Bend, Kansas.

WANTED—Sidecar in good condition, any make, Indian preferred. All letters answered. State price and what year model. J. P. Hyde, Bristow, Va.

BUSINESS OPPORTUNITIES

FOR SALE—Established paying bicycle business, year round trade, leading agencies. Reason for selling, other business. Fine chance for live man. Judson, care Motor Cycle Illustrated.

BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

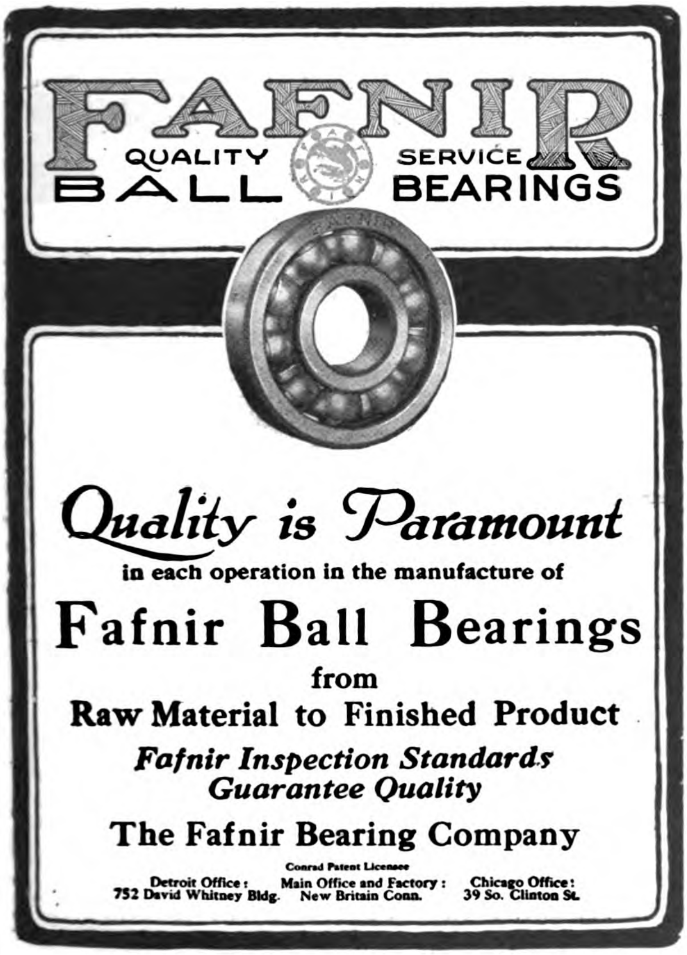
HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—First class bicycle repair man. Permanent position for right man. Frank P. Gravatt, Atlantic City, N. J.

POSITION WANTED

WANTED position as repairman or salesman, sober, industrious, married. In the bicycle and motorcycle business twelve years. Will forward first-class references. Prefer Southern city or town. Address Southern, care Motorcycle and Bicycle Illustrated.



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Quality is Paramount

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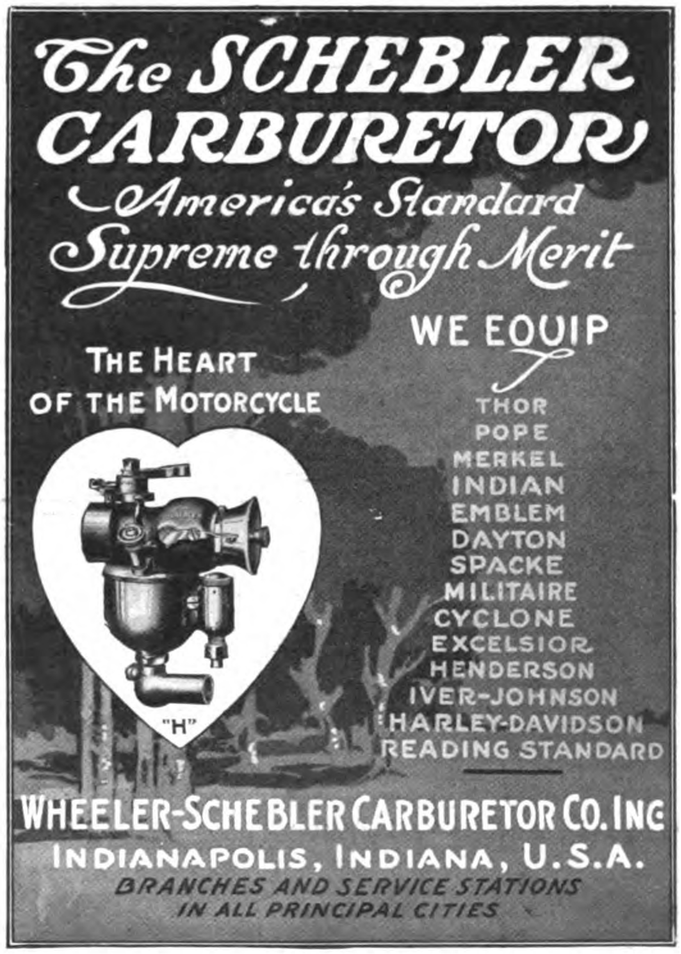

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America's Standard Supreme through Merit

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BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

Worth More

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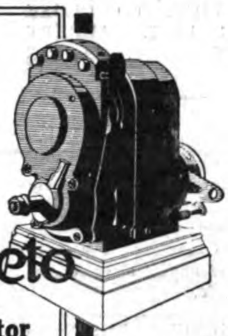


The
Berling Magneto

Just ask for it on your next motor

Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.

They Stand the Strain

FIRESTONE extra thickness and toughness give you tire quality that stands up. Your dealer can supply you.

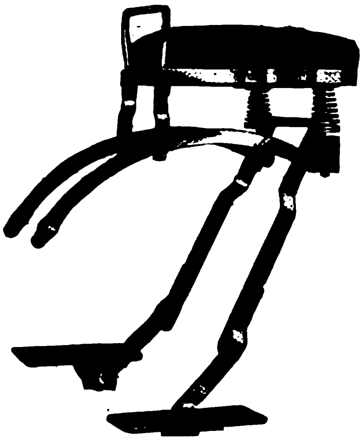
FIRESTONE TIRE & RUBBER COMPANY
Akron, Ohio Branches and Dealers Everywhere

Firestone Motorcycle Tires

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.



Tandem Riding Is Great!

It is—with an

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Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT, MICH.

Wherever Ball Bearings are used you will find

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Ball Retainers

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⅝" pitch	⅝" pitch
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The user gets 100 per cent efficiency out of Renold Chains because we put 100 per cent material, labor and brains into them. For more than thirty-five years the Renold products have been recognized as standard of the world.

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RENOLD
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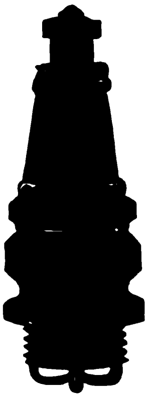


BENTON

If you will buy the Benton Case hardened Spark Plug you will have purchased the best plug on the market. Our booklet will be mailed to you free on request. It gives the true dope on spark plug construction — no more guess work. Write to-day.

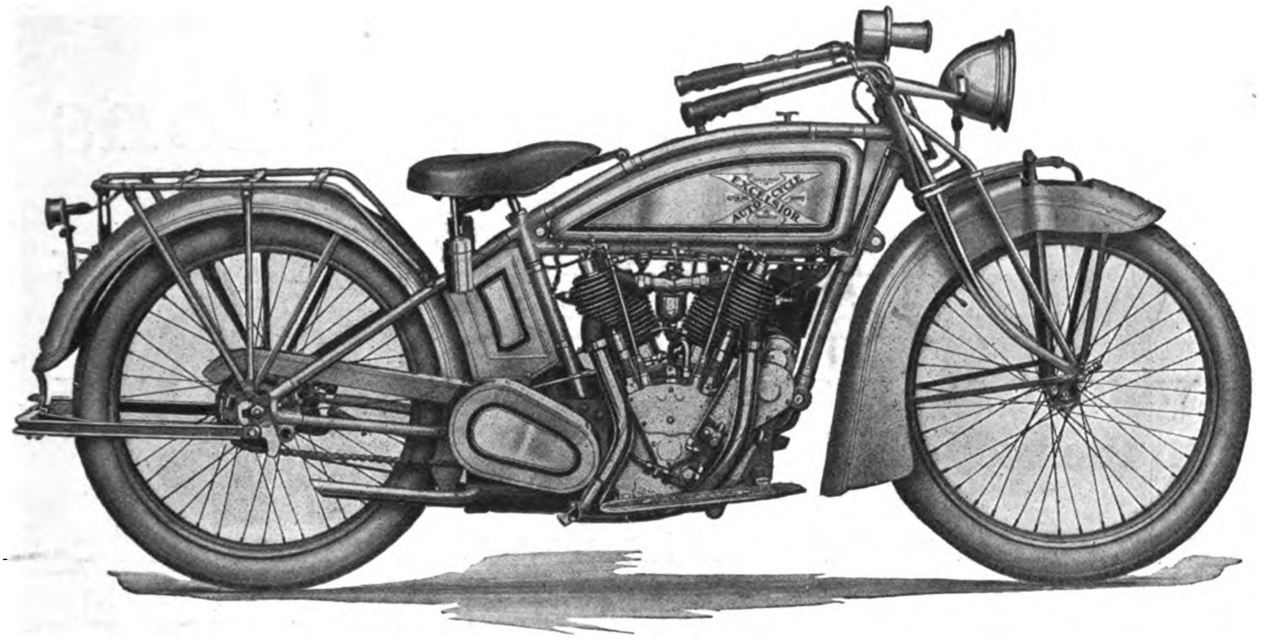
L. F. BENTON CO.
Vergennes, Vt.

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

FOR THAT "RUN DOWN" FEELING



When you have put in a whole week of hard work and steady application, get out into the open and partake of all the invigorating wealth of God's free air in the wide, sweeping places of the open country.

No more enjoyable, convenient, economical or effective means of getting close to nature has ever been devised than touring with a motorcycle.

Think of the hundreds of places; little nooks and crannies a motorcycle can take you to which could never be approached by any other vehicle.

Add a sidecar; double your own enjoyment and share it with "her."

"The Good Old X"

"The Motorcycle that ALWAYS MAKES GOOD"

Embodies the very latest features of other motorcycles and many features making for Convenience, Comfort and ease of operation which are Exclusively Excelsior with the incomparable Excelsior Quality.

If you own a motorcycle, get out and use it now; if you don't, jump right down to the dealer and get an Excelsior, quick. Don't let the summer slip by without getting all the enjoyment out of it there is to be had.

If there is not a dealer near you, just send for the Excelsior catalog.

EXCELSIOR MOTOR MFG. & SUPPLY CO.

3703 Cortland Street **Chicago**

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.

Reaching the Millions

WE reproduce, on the opposite page, another one of the policy advertisements through which Goodyear is talking from week to week to the bicycle riders of America.

We direct your attention to this campaign because it is of such vital interest to every bicycle dealer in America, as well as to the rider.

Goodyear Blue Streak Tires are rapidly putting bicycle tire buying, generally, on a clean business basis. The rider need no longer buy in the dark. He may figure out for himself where the mistake was made in the past—why he was so often disappointed in his tires.

Goodyear explains in this advertising the modern and efficient way of making and selling tires.

And this great movement for *better tires cheaper* is making bicycling better than ever, everywhere.

Naturally, such a campaign helps the dealer. It means a bigger and better bicycle business.

Do you stock Goodyear Blue Streaks?

The Goodyear Tire & Rubber Company, Akron, Ohio

GOODYEAR

AKRON

BLUE STREAKS

TRADE MARK REG U S PAT OFF

WHEN the Government puts a stop to food speculation the public is pleased but the speculators are not.

WHEN Goodyear began giving better bicycle tires cheaper, not all dealers were pleased, but the bicycle rider was.

It Took Nerve to Reduce the Dealer's Profit

IT does not cost as much to make a good bicycle tire as some dealers' prices would lead you to believe. It is the needless profits consumed between the factory and the rider which have been to blame for the high prices of bicycle tires in the past.

Durable Tires Help You Save

You get more for your money in a Goodyear Blue Streak Bicycle Tire than in any ordinary tire. Goodyear Blue Streaks have tough, long-wearing treads with two reinforcing strips of rugged fabric under the tread. The tire body is two-ply and extremely stout. This makes Goodyear Blue Streaks rugged and strong and economical.

Lively Tires Help You Pedal

Goodyear Blue Streaks are not only long wearing but they are full of life. The two-ply tire body is laid in active rubber, making the tire elastic and quick. A high grade of fabric is used, immensely strong but not heavy. Such construction means resilience. Resilience makes pedaling easy.

The Goodyear plan of making and selling Blue Streak Bicycle Tires has finally changed this condition for the rider. You may now buy really good quality tires for as little as $3.25 each.

You have a right to know how most bicycle tires are sold. The dealer does not buy directly from the factory. Several profits are made before the dealer receives his tires. Then, too, most manufacturers make a great many brands of bicycle tires. That means their cost is much higher than necessary. And in the past the dealer has fixed his own prices and determined his own profits. The rider has paid what the dealer asked.

Goodyear decided to save the rider these wastes and needless profits on bicycle tires. The Goodyear dealer makes a fair profit on Blue Streaks. He buys direct from Goodyear. Goodyear makes only one tire, standard quality. Goodyear advertises the price of that tire to you.

Some dealers do not handle Goodyear Blue Streaks. They prefer to sell a tire on which they make more profit. So it took nerve to reduce the dealer's profit.

But the dealer who believes in giving the rider a square deal prefers to sell Goodyear Blue Streaks. He sells more tires in the long run at a smaller profit. And each tire makes a friend.

Blue Streaks Don't "Side-Slip"

Of course, you want a good non-skid tread. Goodyear Blue Streaks have this. Sharp-edged blocks of rugged rubber bite the road like teeth, under your weight. Press your thumb on a Blue Streak tread and you can feel the "bite" which prevents side-slipping.

Tires Must Look Good, Too

Goodyear made its Blue Streaks as good as could be. Then we added beauty. You can always tell a Goodyear Blue Streak by its handsome appearance. Your friends will admire these tires. Be sure your dealer gives you tires with the handsome Blue Streaks around the side.

See your Goodyear Dealer or write The Goodyear Tire & Rubber Co., Akron, Ohio, for his address.

GOODYEAR
AKRON

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

Two Great Forces Joined to Sell More Motorcycles

Harley-Davidson and Remy are working together to improve the motorcycle.

That means that they are working together to give the motorcycle owner greater satisfaction.

And that means they are working to sell more motorcycles.

For satisfaction is the greatest salesman in the world.

Harley-Davidson owners have always been satisfied, so far as it lay in Harley-Davidson's sincere wish and in its power to make them so.

Harley-Davidson believes they are better satisfied with electric lights, an electric warning signal and a positive ignition system.

So it equips with Remy Lighting and Ignition; and has done so for several years past.

It adds to the motorcycle the factor which helped the motor car to greater and greater popularity—electricity in reliable form.

It gives the rider better, more powerful lights. It gives him a better, louder warning signal. It gives him better ignition—a hotter spark for starting, a hotter spark for running.

Harley-Davidson dealers' business all over the country shows that the buyers do want these advantages.

Sales of Remy-equipped machines are growing greater every year; they form a larger proportion of the factory output.

So Harley-Davidson is accomplishing what it set out to accomplish.

It is selling more motorcycles by giving the owners increased satisfaction.

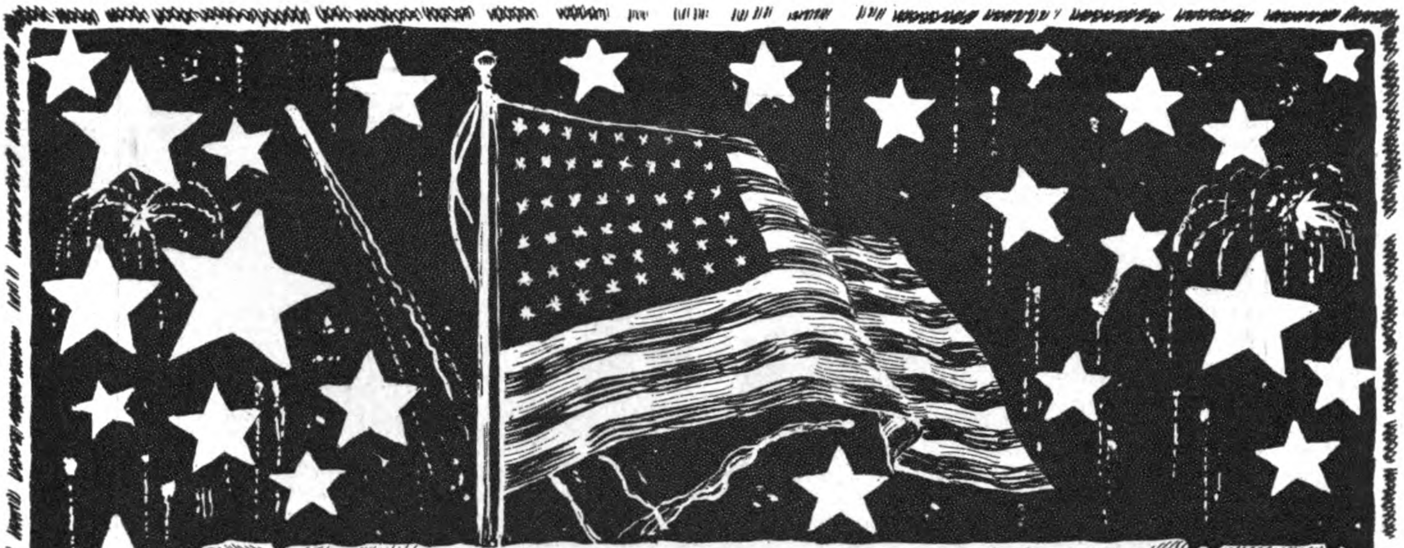
Which means a benefit to Harley-Davidson dealers, individually and collectively.

For every Harley-Davidson sold is sold through a dealer.

Are you reaping your full share of the benefit? Are you selling all the Remy-equipped machines you can possibly sell? . . . .

Are you heart and soul behind the Remy-equipped Harley-Davidson?

Remy Electric Company
Sales and Engineering Offices
Detroit, Mich.
Factories and General Offices
Anderson, Indiana



His Declaration of Independence On July Fourth,

ON July Fourth, Independence Day, one of our best salesmen presented his resignation. He was tired of being a mere "knight of the grip." He wanted something better.

Here was a man that had been calling on the dealers in his territory day after day. He knew them all by their first names.

He was on the inside, so far as the retail motorcycle business is concerned. He shared his dealers' joys and sorrows. He helped to celebrate good sales records and condoled over sales lost to competitors.

He had seen enough of the motorcycle business to be convinced that there was money to be made in the sales of motorcycles, bicycles, sidecars, sidevans and accessories.

He found himself wondering why he too could not be cashing in on the harvest that was being reaped by motorcycle merchants everywhere.

His declaration of independence was the result.

He has joined in partnership with one of his dealers and taken the selling rights for one of the largest cities in the middle west.

This is something to think about.

HARLEY-DAVIDSON MOTOR CO.

Milwaukee

Selling To An Army

Boy Scouts and similar organizations in the United States have a total membership that exceeds the size of the proposed National Army.

Each one of these boys is enthused with the ideas of rendering helpful service and of making himself physically fit.

As an aid in these two objects, the bicycle stands out in its greatest usefulness — a fact which is officially recognized by the formation of numerous bicycle troops.

So, this vast army of live, active boys forms a group of bicycle prospects which is one of the best in the world.

There are members in your territory who can be made mighty profitable customers.

If you can't start a bicycle troop, see that every member of the present troop owns a Columbia bicycle.

The Columbia is a bicycle that lives up to the scout creed.

It is honest through and through—sturdy and sound.

It serves—day in and day out, year after year, it stands up under the hardest kind of going.

It is fit—rides swiftly, smoothly—and it keeps in condition every important muscle in the boy's body.

Tell your Columbia story to the Scouts.

Westfield Manufacturing Co.

Department 11
Westfield :: Mass.

Makers of the
Pope
Motorcycle

[illegible]

SAVING MONEY

PARCEL DELIVERIES *COST TOO MUCH!*

EVERY *MERCHANT KNOWS* THIS!

EVERY MERCHANT WANTS TO *REDUCE THIS COST!*

EVERY INDIAN DEALER CAN HELP REDUCE THIS COST FOR THE MERCHANTS OF HIS TOWN.

EVERY INDIAN DEALER HAS THE ADVANTAGE—FOR THERE IS NO TRANSPORTING VEHICLE BUILT WHICH CAN DELIVER AS ECONOMICALLY AS AN

INDIAN POWERPLUS, SINGLE CYLINDER TYPE WITH PARCEL CAR

NOW IS THE TIME TO TELL THE STORY OF THE EXPENSE-REDUCING INDIAN DELIVERY SERVICE.

INDIAN DELIVERY ECONOMY IS *EASILY PROVEN.*

INDIAN DELIVERY ECONOMY *MAKES CUSTOMERS.*

SEE THE MERCHANTS IN YOUR TOWN—BIG AND LITTLE.

SEE THAT THEY HAVE A COPY OF THE NEW INDIAN PARCEL CAR BOOKLET.

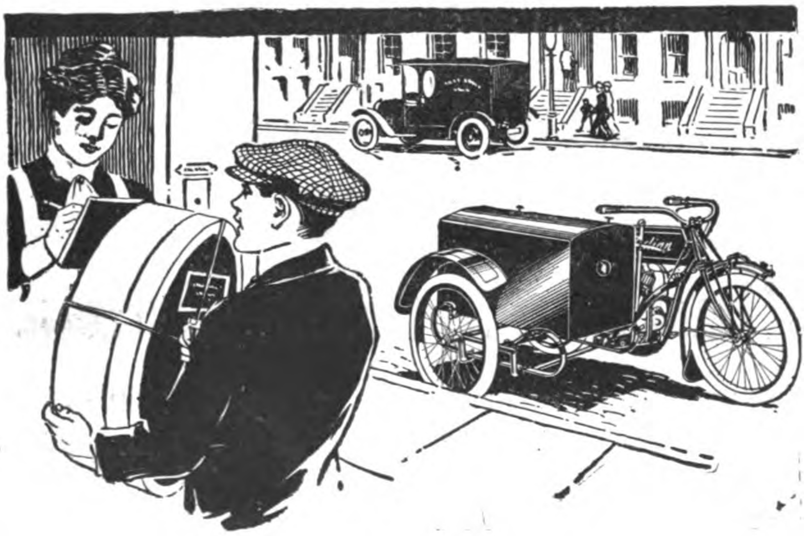
DEMONSTRATE INDIAN DELIVERY ECONOMY TO THEM.

INDIAN DELIVERY ECONOMY IS THE RESULT OF PROPER DESIGN AND THAT INDIAN-BUILT STAMINA, WHICH HAS MADE INDIAN THE UNDISPUTED LEADER—BOTH IN THE PLEASURE AND COMMERCIAL FIELD.

DON'T NEGLECT *YOUR* SALES OPPORTUNITIES—*START NOW!*

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.



PROFITS COUNT

and you can count your profits when you sell the *United States 'Usco' Motorcycle Tire.*

—the motorcycle tire that is built like an automobile tire,

—having the same stout, wear-resisting qualities, the same high quality of resiliency and anti-skid properties—the motorcycle tire that is becoming more popular every day.

Cash in, Mr. Dealer, on the *'Usco's'* rapidly growing popularity and make profits with the other fellow.

Remember, it doesn't cost you a cent extra to specify *'Usco' Tires* when ordering your next shipment of motorcycles. It will make a big increase in your profits if you do—*and profits count.*

United States Tire Company

1790 Broadway New York

Made by the Largest Rubber Manufacturer in the World.

FOR THE RIDER

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

MOTORCYCLE AND BICYCLE ILLUSTRATED
NEW YORK

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising Editorial
H. A. WILLIAMS, Adv. Mgr. J. H. DONEHUE, Editor
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H. P. FOX, Service Dept. D. R. HOBART, Tech. Editor

FOR THE TRADE

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 JULY 19, 1917 No. 29

Where Your Dollar Goes

Figures Based Upon Five Years' Running Show That 25.5 Cents Are Paid for Fuel and Oil, 20 Cents for Taxes and Licenses and the Same Amount for Repairs and Parts; State Fees Are Shown to Be Disproportionate

Only 8.5 Cents of Each Dollar Expended Are Needed to Keep a Motorcyclist in the Neat Division, the Actual Records Show

BY D. B. PANGBURN

HOW does the average motorcyclist spend his dollars? What part of each simoleon goes for gasoline? What for tires? How much for repairs, for clothes, etc.?

The accompanying figure is designed to give the answer to all such questions. It shows Mr. Average Motorcyclist's dollar split up into various sections, proportional to the number of cents (or per cent) which he spends on material or supplies.

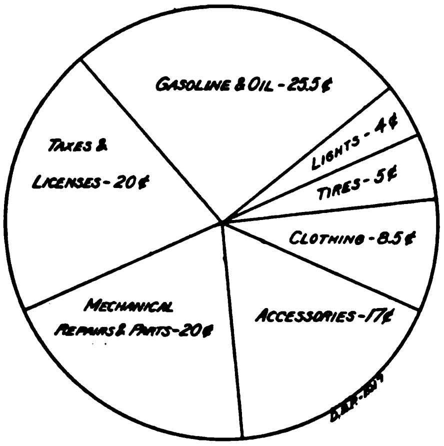
An accurately kept record of expenses for several solo machines, extending over a period of approximately five years of continuous riding, forms the basis from which this picture of the dollar is taken. About one-third of the distance ridden during this time was covered in long tours; the other two-thirds were made in ordinary short runs, from a mile or two in length up to one hundred and fifty miles at a trip. A considerable portion of winter riding is also included, in which non-skid chains had to be used frequently.

How Figures Are Arranged

In arranging the expenditures under the various divisions, all such things as horns, tire chains, magneto cut-out, tire irons, carrier cushion, speedometer, etc., in fact all equipment except tool box contents and lights, have been listed as accessories.

Clothing includes khaki riding clothes, various pairs of leggings, leather gloves for riding and cloth ones for cleaning and polishing, woolen mittens for winter work, and several sets of goggles. The writer has always been considered as a neat-appearing rider, and it is interesting to see what a small proportion of the total outlay that has been needed to obtain that result.

It is only natural that fuel, oil, tires and mechanical repairs should be the largest part of the expenses, amounting to fifty and a half cents per dollar. This is a fact well worth noting, as it brings out clearly the reliability of the modern motorcycle, with which the principal requirements for perfectly dependable service are the keeping of the tanks full of fuel and the tires full of air.



THE MOTORCYCLISTS DOLLAR.

In this connection it should be mentioned that the item of twenty cents per dollar for mechanical repairs includes not merely labor and parts for repairs and maintenance actually carried out, but the *cost of all extra parts bought,* many of which are still in reserve as spares.

The lighting expense item of four cents is surprisingly small, since it includes gas head and tail lights and one electric head light, as well as all other lighting equipment and supplies. Now that so many new machines are furnished with electric lights where the only cost is renewing bulbs, or a battery once in three years or so, this item may become even smaller.

An interesting commentary on the part of the public burden which the motorcyclist has to bear is the section of taxes—really of triple charges, covering property tax, registration and number plates (road tax) and license to operate a machine (also partly road tax), with a total of twenty cents on the dollar—exactly one-fifth of the total cost of operating.

The Insurance Question

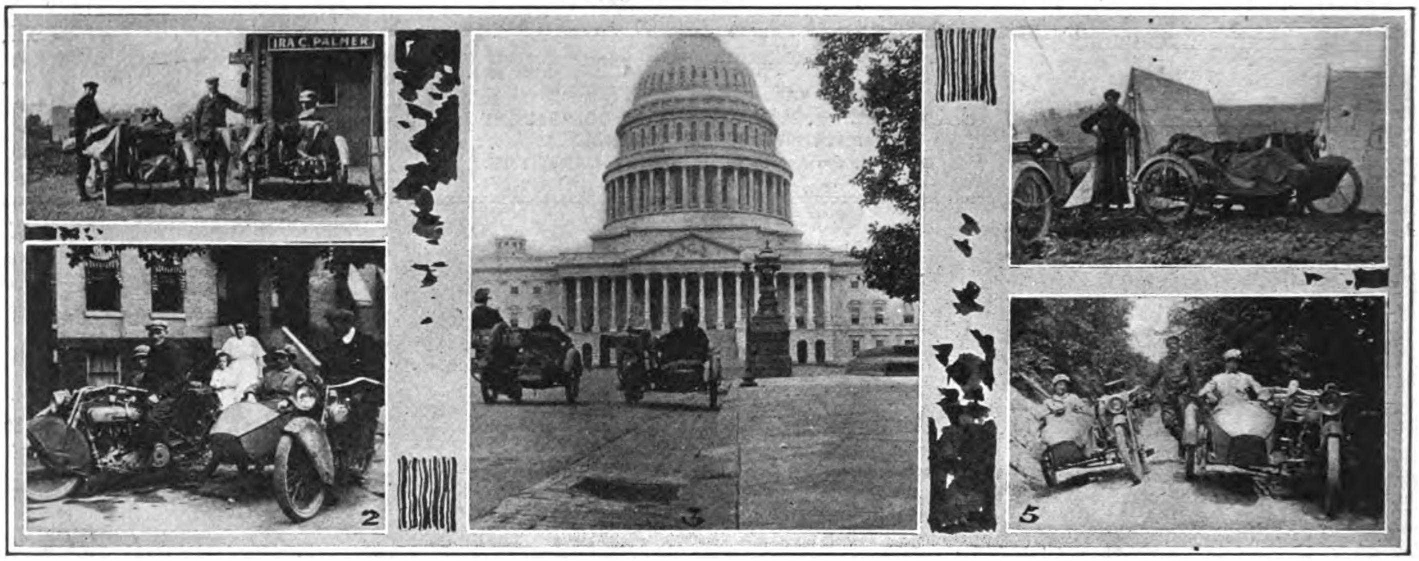
No allowance is made in the diagram for insurance, since the average rider does not carry any. The writer feels it necessary to carry some, on account of leaving the machine standing unguarded for hours at a time in public places. If the cost of this insurance be added, its proportion is 17.4 cents per dollar, which changes the other items to the figures shown in the following list:

Accessories	14.0c.
Clothing	7.0c.
Gasoline and oil	21.1c.
Lighting	3.3c.
Mech. repairs, parts	16.5c.
Tires	4.2c.
Taxes, license, etc.	16.5c.
Insurance	17.4c.
	100.0c.

A Ten-Day Camping Trip

Troubleless Tour with Sidecar Combinations and Full Equipment for Living Out of Doors Proves That Recreation Possibilities of the Motorcycle Are Unlimited; Outlay Was Only About $50 Per Couple

By Ira C. Palmer



1—Our Outfits Snapped on Our Return to Buffalo; 2—The Start of Our Ten-Day Tour; 3—The Party Snapped in Front of the Capitol at Washington; 4—Our Camp Erected the First Night Out; 5—Depicting the Narrowness of the Roads Through the Alleghany Mountains

HAVING read of many delightful trips made with a motorcycle and sidecar combination, and being desirous of taking a ten-day tour that would combine sightseeing with all the advantages of care-free life in the open, the writer, accompanied by Mrs. Palmer, and Mr. and Mrs. Fred Schudt, of Buffalo, N. Y., arranged in June of last yeear for an outing that proved a complete success. We decided to carry complete camping equipment, with two 7 x 7 tents, two folding cots and complete cooking utensils. With all this paraphernalia snugly packed on our machines, we left Buffalo at two o'clock on June 28, going out by way of Batavia, Geneseo and Dansville. We pitched camp the first night 128 miles from home, and under conditions which made our stop a very pleasant one.

The Second Day

Rising at six o'clock next morning, we had breakfast in camp and then hit the trail again at 7:30. We passed through Elmira, N. Y., and reached Canton, Pa., at noon, having made just 55 miles in the morning with no trouble, although the roads were poor and a number of steep hills were encountered. Leaving Canton, we went on through Williamsport to Fischer's Ferry, on the banks of the Susquehanna River, and when we pitched camp for the night we found that our afternoon's running had added 93 more miles to our trip. We cooked supper and retired at an early hour, all hands welcoming the opportunity to "hit the hay." We turned out again at 5 a. m. the following morning, much refreshed, and drove to Harrisburg for breakfast. This was the first meal that we ate in a regular restaurant while on the road.

We rolled out of Harrisburg in good time and stopped to make a tour of inspection at the battlefield of Gettysburg, covering the whole grounds in about two hours. Then we rolled on over the Baltimore turnpike, and finally pitched camp about 11 miles outside Washington, D. C. At this point we had been two and a half days on the road and our mileage was 527. After taking in the principal points of interest in Washington, Alexandria and Mt. Vernon, Washington's home, we returned to Alexandria and stopped to buy a small pennant. Here we were unfortunate enough to leave one of the motorcycles facing the wrong way on the street, and an officer of the law called Mr. Schudt to account. His absent-mindedness cost him $1.

After looking around a bit more we turned our wheels northward and headed for New York City, passing through Washington and Baltimore, and camping a few miles outside the latter city. At this point we made our first tire change.

We broke camp at 9:30 in the morning, took dinner at Wilmington, Del., and riding up along the Delaware River crossed over into New Jersey, and then went through Camden to Philadelphia. We allowed time for sight-seeing along the route, and paid a visit to Fairmount Park, in Philadelphia, a picturesque place that is well worth a visit from any motorcycle tourist. We camped for the night just outside Philadelphia in the historical Quaker section, placing our tents in the shelter of a tall oak. The latter arrangement proved a wise one, for rain set in at 12 o'clock, and the downpour continued for four hours. Our tents withstood the deluge, however, and we did not get wet.

We took to the open road once again at 6 o'clock on Monday, July 3, and rolled into Trenton, N. J., for breakfast. Here we first noticed the signs marking the Lincoln highway, and following the boards we passed through Princeton. Continuing over almost uniformly good Jersey roads we finally reached New York. We then crossed over to Brooklyn and visited at the home of Mr. Schudt's brother. Taking the luggage from our outfits, we ran down to Coney Island and took in the sights. The next day, July 4, we spent at Sheepshead Bay watching the racemeet.

We Visit Gotham

Later in the day we drove out through New York City, past Grant's tomb, and went on through Yonkers and Tarrytown, pitching our camp a few miles below Poughkeepsie, on the Hudson. Early the next day we tuned up once more and rolled through Poughkeepsie and Hudson to Albany, and then to Schenectady, our camp for the night being on the Mohawk River. After a palatable breakfast the next morning we proceeded to Little Falls, and then on through Utica to Oneida. We enjoyed particularly our ride along Oneida Lake, and it was easy to find a suitable camp for the night at Sylvan Beach.

The next morning we continued along

(Continued on page 40)

More About Togs

Proper Attire to Fit the Occasion Is of Great Importance to Every Motorcycle Rider and Not Difficult to Find

The Costume That Is Used for Long Country Trips Is Seldom Suitable for City Wear on the Machine; Neatness and Serviceability the Desired Combination at All Times

By THOMAS BUTLER

THE question of clothes; it's vital—paramount.

The genius can afford to be slovenly; no one else can. It was to cover the case of the genius that someone way back in forgotten ages, wisely or unwisely, adaged thusly: "The clothes don't make the man."

But we motorcyclists aren't geniuses—at least most of us are not. We are just ordinary, everyday fellows and dress as such when we are not astride our machines. But give us a machine, and a few moments in which to change our clothes, and a genius, however eccentric, has nothing on us in the way of slovenly appearance.

And that little feature of motorcycling is very much to be regretted; it is, perhaps, the main deterrent in the way of keeping many good fellows from taking up a sport that is at once healthful, invigorating and manly.

Before we go a step further, let me point out that I am not a stickler for style—neither have I a great deal of patience with a "Beau Brummel" or a "fop." But I certainly do not believe that motorcycling, the king of outdoor sports, and careless, slovenly appearance are necessarily counterparts.

The "reformers"—oh yes, we have reformers in the motorcycle field and they are doing good work too—tell us that we should treat motorcycling just the same as any other outdoor sport. We don special and appropriate attire for tennis, for golf, for baseball. These garments get soiled as a matter of course, but no one thinks anything of it, they are expected to get soiled and the person attired in soiled sports clothes does not lose caste like the man who appears in soiled street clothes or overalls and shirtsleeves on a motorcycle.

Clothes for City Use

That's very good in so far as it goes. By all means, when the motorcycle is used as a means to an end in the sporting way, proper attire for the occasion should be worn, of which more anon. But not all of us use our machines solely in a sporting capacity. I myself ride to work each day weather permitting, and there are thousands of other lads doing the same thing. It's all right to say sports clothes to the fellow who is going on a tour or endurance run or something akin to these. But sports clothes and office work do not go hand in hand by any means.

The fact of the matter is that for short rides in and around the town or city, there is no more need for special motorcycle clothes than there is for special automobile garments, or special street car costumes every time we go to or come from work. That is, unless the rider is a sloven altogether.

I have proved to my own satisfaction that this is so with myself as a subject. I ride from one end of the year to the other. I use my machine for both business and pleasure; both for getting around the city and for getting away from the city with its dirt, noise and din on my off hours. But when I ride the motorcycle to business, I dress for business. And when I ride for pleasure, with the expectation of going on a long tour, I dress for pleasure.

I find that a business suit does not get appreciably soiled with a few miles of riding necessary to take me to and from my work; and with my hands clothed in suitable gauntlets I can appear on the business scene with hands unsoiled and finger nails clean.

Riding in Business Suit

Of course, on a Sunday or Saturday afternoon it's different. You cover more mileage and quite as a matter of course, must expect to get a bit dusty. It is only fit and proper that you should dress for the occasion, and nothing is better for the purpose than a suit of forestry green cloth topped off with leggings either of the spiral type or the more usual leather variety.

These togs are typical sports clothes and the rider can appear in them, even though slightly soiled without losing caste. To endeavor to take a Sunday tour in street costume, however, would immediately put the rider in the "slovenly" class, for once the street clothes get soiled there is nothing to convey the idea that the dirt comes from the pursuit of sport pure and simple.

White Suit on Occasion

In city riding, I even carry the thing a little further and on special occasions put in an appearance on my machine in clothes which most folks feel inconsistent with motorcycling. During the summer months, for instance, I oftimes travel about the city on my machine "dolled up" in a palm beach or white suit, with shoes and socks and other togs to match. And I find that these clothes are quite compatible with a full enjoyment of the sport, strange as it may seem to those who feel that motorcycling and greasy overalls are synonymous.

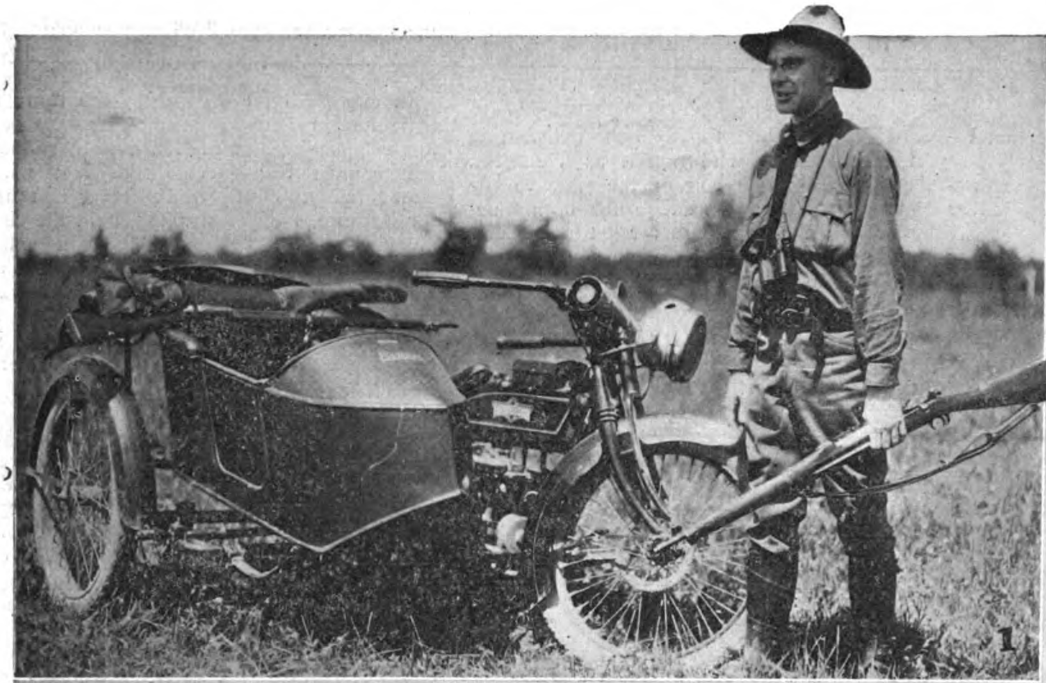
It goes without saying that to ride a machine and keep one's clothes in presentable shape, the rider must be a little careful. The machine itself must be kept clean, and not only that but every effort should be made to eliminate all chance of trouble in the repair of which we are apt to get all mussed up. If it were solely for the fact that neat riding leads us to be more careful with our mounts and tends to do away with little roadside troubles for the reason that we attend to the little details of adjustment at the proper time and place, the idea would be well worth cultivation by every rider.

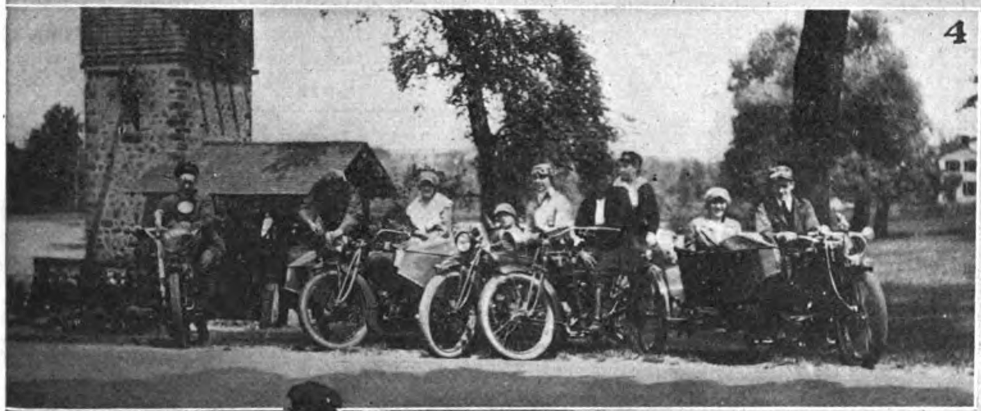
FLETCHER PRACTICES WHAT HE PREACHES

CHARLOTTE, N. C.—The accompanying photograph introduces F. F. Fletcher, news correspondent for MOTORCYCLE AND BICYCLE ILLUSTRATED in Charlotte and a seasoned motorcyclist. Fletcher attracted considerable attention last July when he was marooned on his machine in the Blue Ridge mountains of North Carolina during the destructive floods. He is an exponent of all-year riding and has about completed plans for a trip on his motorcycle to Miami, Fla.

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN





REEL 1, Scene 1—C. B. Russell, of Detroit, Mich., seen just after his arrival at the rifle range. He uses his Henderson to carry him to and from the range, the sidecar being used to transport the rifles and a day's supply of ammunition.

Scene 2—One of the many Dayton Motor Bicycle enthusiasts of Dayton, O., "doing his bit" on Red Cross tag day in that Ohio city.

Scene 3—Mr. R. S. Paul, of Roanoke, Va., on his Indian machine. Paul is 66 years of age, and takes a ride on his motorcycle every day.

Scene 4—A group of Blue Ribbon M. C. members, of Brooklyn, N. Y., on a recent Sunday outing. The picture was snapped by J. A. Bell in front of an old mill near the township of Arcola, N. J.

Scene 5—Mr. Dieckman, of Ossining, N. Y., out for a spin on his trusty Reading Standard outfit.

Scene 6—This couple of Excelsior riders, Cecil J. Peck and H. J. Wright, threw over their chance to make a perfect score in the recent Worcester, Mass., 24-hour endurance run by helping F. E. Wilbur, Jr., who had been injured.

Motorgraphs

ESENTED IN TWO REELS ~ ~

REEL 2, Scene 1—A Quincy (Ill.) Harley-Davidson rider examining his mount after a hard pull through a sand stretch.

Scene 2—A Henderson tourist encounters a snake in the wilds of Michigan. Exit snake!

Scene 3—A delegation of Paterson (N. J.) week-end tourists resting up after a hard ride.

Scene 4—Mrs. Leon Filier, who made a "manless" motorcycle tour through New England on an Indian snapped in one of Springfield's parks.

Scene 5—A Fair Excelsior Enthusiast "doping out" the route ahead amid picturesque surroundings on a trip from Chicago to Lake Elkton, Wis.

Scene 6—Edward and Gladys Swenson, offspring of the Providence Indian chief, and both motorcycle enthusiasts from the ground up.

Scene 7—A trio of Winnipeg (Canada) riders snapped on Ft. Garry Drive, not far from their home city. From left to right they are Miss Louisa Brown, Percival Smith and Miss Helen Holmes.

Making a Convert

The Veteran of a Dozen Seasons Feared That He Would Be Classed as a Mollycoddle and a Tailor-Made Rider If He Allowed Himself to Become Too Neat, But He Has Adopted a Broader Viewpoint Now

Oil Stains and Dust Are Not Needed to Prove That a Motorcyclist Is a Reg'lar Fellow; His Mileage Tells

If Two Riders Cover 100 Miles Over the Same Course and One Finishes Reasonably Neat While the Other Looks Like a Scarecrow, Which Is the More Capable Pilot?

By RODNEY BARRY

THE writer and a veteran of dozen summers in the saddle were discussing road problems and the fascination of the motorcycle in general when the conversation suddenly veered around to the ever-open subject of the motorcyclist's appearance on the road. Yours truly asserted that every rider should consider it part of his obligation to the sport to wear an attractive costume and keep his mount as clean as possible.

"The oftener we appear in public in oil-stained and otherwise soiled riding togs," we argued, "the harder it is going to be to make non-riders understand that we have actually been enjoying ourselves."

"What do we care whether folks think we have enjoyed ourselves or not as long as we know we have had a good time?" asked the "vet."

"We do care," we asserted. "Down in his heart every motorcyclist wants folks to believe that the vehicle he has chosen is paying him big returns in recreation and all-round satisfaction. He doesn't want to create the impression that riding a motorcycle is hard work; that a man must be oily and grimy to do it."

"But a spick and span rider doesn't look like the real thing," was the veteran's next argument. "He is taken for a newcomer, or a mere experimenter."

Judging the Rider

"The time is here when a motorcyclist is going to be judged by his appearance as related to his performances," we contended, "and not merely by the amount of road material he has been able to pick up on his clothing and on his machine. At the F. A. M. convention in Providence last year the riders who received the awards for neatness were those who had covered considerable distances and still kept themselves presentable. They were not mollycoddles. One of the winners had covered over 800 miles, and his outfit showed no more effects of roadwork than can be found on some motors after a 75-mile run. That rider knew how to take care of his motor and how to keep himself reasonably comfortable; and comfort is always directly related to cleanliness. He wasn't spotless by a long shot, but, considering his long trip, he and his motorcycle were in good condition."

"But riding togs that look well, and remain that way, cost considerable money," said the veteran, as he began to accept the new point of view.

Choice of Material

"Not necessarily," we explained, "because the whole matter depends upon the choice of material. Khaki can hardly be called a neat or attractive material even when it is fresh from the store, and a few oil spots and a dusty trip or two transform it into a poor apology for a costume. Forestry cloth looks infinitely better, can be washed satisfactorily, holds its shape and wears well. Besides, it is not expensive when you consider the amount of service that will be derived from it. A wise selection of the material for your suit will go a long way towards making it a permanent success and pleasing to the eye."

"Why, if a motorcyclist followed your ideas and the suggestions of the 'neatness first' boosters, he'd pull up to a hotel looking like a gol-darned automobilist," said the old-timer, with a close approach to a smile.

"Just so," we conceded, "and when he does that little thing he will be putting across a man's-size punch for the finest outdoor sport on the map. He'll be knocking the last props from under the cynical non-rider and making him see that the motorcyclist is a regular human being, a true sportsman who is proud of his mount because it gives him more fun, more good fellowship, more exhilaration—and less fuss and worry—per mile covered than any other vehicle that turns a wheel.

"And you think he'll get the same amount of credit for his roadwork as the chap who pays no attention to his appearance, who makes good time and all that, but comes in pretty dirty?"

"He'll get more credit," we asserted with confidence. "If two men ride 100 miles and one is reasonably neat, and his machine is fairly clean, while the other fellow and his mount give a shock to the eye, all the credit is going to the former. This is an age of efficiency and the rider who has to cover himself and his mount with dirt and goo to ride 100 miles, while another roadster can do the same trip with only a few marks to show for it, is going to be put down as an incompetent. It's going to be taken for granted that he is a poor rider and a slovenly mechanic, and the real princes of the open road,—the boys who love their mounts and show it—will learn in the near future to give the grimy chap the grand go-by."

"By golly," ejaculated the veteran, as he surveyed his slightly bulbous waistline, "I think I'll spruce up a bit after this and set a good example. They can't call me a tailor-made rider, because everyone knows I've been at the game a dozen years, and I have a flock of medals at home if anyone wants to look 'em over. I'll show 'em that neatness and a real riding reputation can go together. Maybe that'll help the idea along. I can see now that there is something to it."

"You've said something?" we agreed. "Your good example and that of other riders who have really done things, and who continue to do them, will demonstrate that the 'regular fellow' is after all, the one who takes the best care of himself and his mount. Any piker can appear like a coal-heaver and keep his motor looking like the south end of an oyster dredge, but to combine utility, healthfulness and genuine sportsmanship you must have the 'regular fellow.'"

Put The Tire Patch on With Dry Solution

MOST punctures open up again because of premature application of the patch. The average rider puts on the solution and waits till it is "tacky"; then claps on the little rubber disc. This is too soon in many cases; the solution or cement should be dry until it has lost all its brightness. Two coats or three are better than one in every case, and each should be dry as above before the patch is applied.

Where to Carry Waste and the Cleaning Cloths

MOST riders carry the cleaning waste and rags in the tool box or in the sidecar well, when that form of passenger attachment is fitted. One fine place, however, is to put them inside the headlight, where they will be convenient when wanted and where they will not get mucked up from tools and dirt.

Do Not Paint Ponchos or Rubber Garments

ALTHOUGH the temptation may be great during a demonstration or pleasure run to paint a rubber poncho or coat, it is best to refrain from the work, if any value is set on the garment. Paint which uses turpentine or benzine as mixers is particularly destructive to the rubber surface, as these substances have an affinity to rubber. A long run with a painted poncho in the rain will probably result in having to throw it away, owing to cracks and flaking off.

Why I Am A Motorcyclist

The Story of a Straphanger Who Revolted and Learned to His Joy That a Motorcycle's Running Cost Is Lower Than His Former Bill for Trolley Carfare

How the Outdoor Spirit Developed Until He Found It Possible to Use His Mount for Fun as Well as Business

By FRANK L. ZIMMERMAN

OWNING a motorcycle is like living most everywhere at once.

A motorcycle increases your mental as well as your physical outlook.

If the well-known broadening influence of travel were all that is claimed for it in the way of benefits, then motorcycle riders should be world-wide citizens indeed.

Most of us have to face the four walls of our daily life pretty steadily.

Maybe we get a week or two vacationing once a year and maybe we don't. But the rest of the time we have just the old runways to work over.

The newspapers travel for us, of course, and we get a certain broadening influence from reading what the balance of the world is fighting about.

But the motorcycle rider is the real traveler.

His home may not be under his hat, but it is on the seat of his trusty machine.

You can breakfast here and lunch fifty miles away, and dinner as far as your machine can get you.

One of the reasons why I am an ardent motorcyclist is that my work is very confining, and after a day's work the pleasure to be had out of a ride to the country on a motorcycle is all out of proportion to the expenses entailed.

For several years I donated regularly to the well-known Traction Co. on an average of $75 per year for carfare, and waited for cars and hung on straps to and from work until my innerself rebelled.

I had a friend who owned a motorcycle and I asked him about the upkeep, etc., for a machine as against carfare per month.

He figured that carefare for two years would buy a good second-hand motorcycle, and that I could save money as well as time, to say nothing of the pleasure to be derived from the machine.

I bought a good second-hand machine and kept an itemized account of all expenses for one year to compare with carfare.

After repair bills, gas and oil were totaled, I found that I was ahead $45 the first year to apply on the purchase price of the machine.

And I figured that the many pleasure trips I had had were worth the price of several machines, as my health is better, and my work doesn't seem so tiresome and monotonous now that I know as soon as my day's work is over my trusty machine is ready to take me anywhere that I want to go on a moment's notice.

Having owned almost every make of machine on the market, I find the upkeep so small as to be negligible; one hardly realizes how cheap it is to run a machine.

When some friend wants to go fishing or to take a ride in the country it is only a minute's time to get the machine out for a nice enjoyable ride to some good fishing hole; or make a short visit to a country friend where you know the glad hand is always extended.

As to the upkeep of a machine, anyone with any mechanical ability can easily do all minor repairing that is to be done, and by cleaning the machine at least once a week you can always keep it looking fine. Once a year suffices to have the machine overhauled and the carbon scraped out.

Sundays and holidays I never have to worry about what I will do to pass the time away, for I know that I have a good machine waiting and 'tis only a few minutes' ride to get away from the hustle and hum of the city.

A few hours in the country enjoying the pure fresh air will do one more good than staying in the city and worrying along in the same old rut.

For years I had a feeling that to ride a motorcycle was like taking my life in my hand, but after once having ridden a machine and having tasted of many pleasures that I had been missing, it was a motorcycle for mine every time.

With a motorcycle one does not have to follow the beaten paths in the country, as you can easily follow any trail, and in this way you can really enjoy spending a few hours way out where there is nothing to bother you while you are looking over the beautiful landscape, on some unbeaten path. Until a person takes a spin on a motorcycle he really does not know how much pleasure that he is missing in life.

For pleasure, business and recreation give me the two-wheeler every time, as I like to hear the chug chug of the motor, knowing that this is the "cream" of all outdoor sports.

A Few Spare Links

IT surely is going to be a doggone shame if there is no motorcycle division ready by the time the selective draft is underway next September. Why the big 'uns down Washington way are so slow realizing the importance of the motorcycle and sidecar in modern warfare, is a deep one. Wonder if Balfour or Joffre mentioned the splendid work of the motorcyclists along the battle front, when they were here?

To let a lot of well trained and experienced motorcycling nephews of the Uncle get into foot-slogging infantry or heavy artillery where their special knowledge is of no use, is a darned shame for both sides and it is a matter that will need attention from interested parties.

If the motorcycle was a success along the Border last summer, when it was handled by fine soldiers but poor riders, what a wonderful showing it will make in the hands of expert riders.

Here's a tip for the motorcyclist who is eligible for draft, has no dependents and is wise. Look around now and try and land in the branch of service that you fancy. If you have to go, don't wait till they pick your job, make a stab now for the work that will be most congenial. Get this for instance. Bill Bergfels, friend o' mine, blew into the Big Town last week, looked up Division Headquarters, asked if they needed any motorcyclists for dispatch riding. Recruitin' sergeant said there was a call for a couple. Bill was thumped on the chest, measured and told to report. Uncle Sam gets a man fitted for the job, while Bill lands in the service where he feels he knows something to start with.

The same goes for two other local lads. They picked aviation corps, and now they are fledglings, learning to pilot airplanes up into the atmosphere.

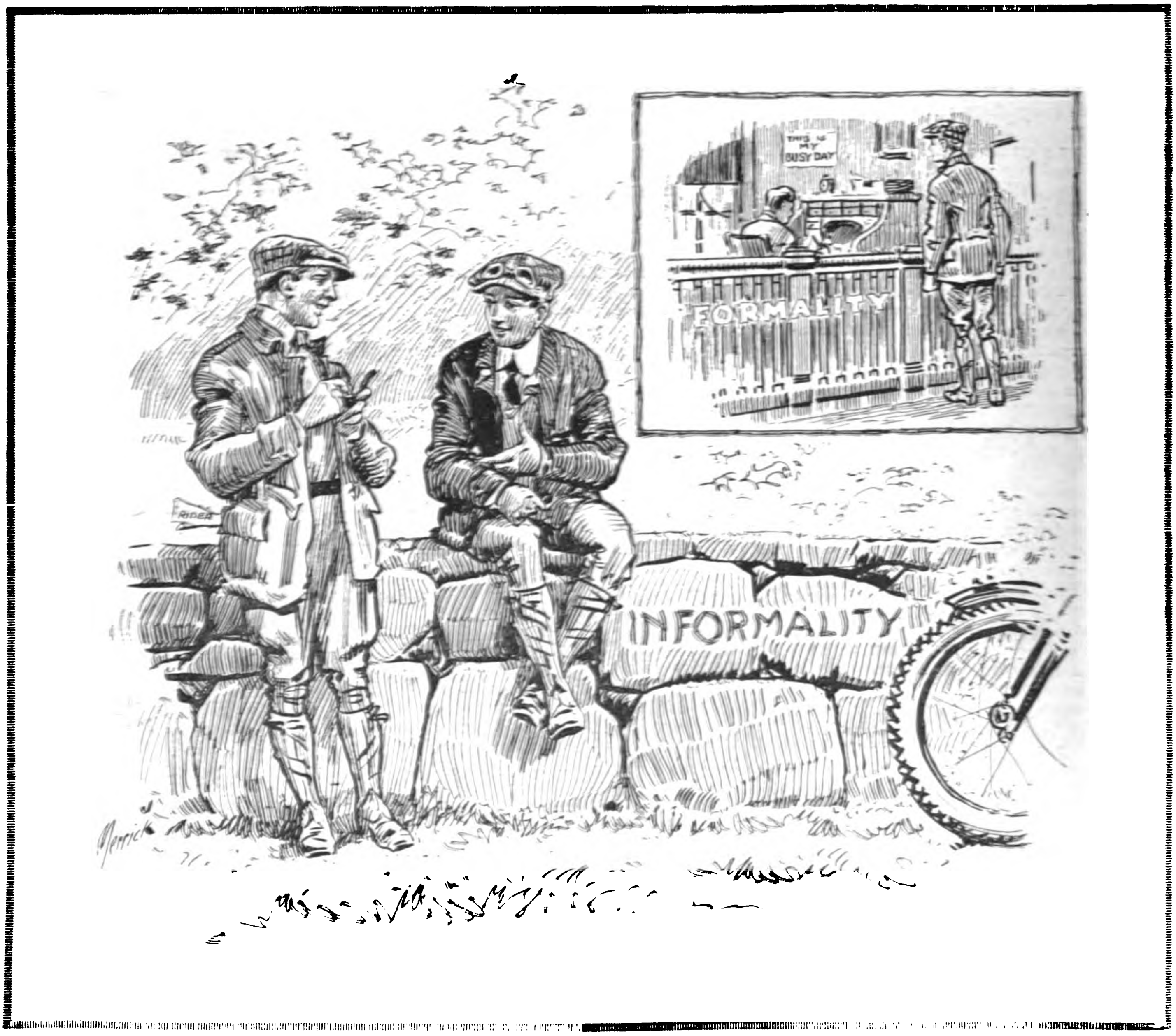
Now is the time to pick; later you'll take what they hand you, and you'll have to be satisfied. Too bad that motorcycle branch of the service is not ready yet!

This is the time o' year when dealers can help to popularize their stores by keeping on hand maps and detailed information concerning the roads within a radius of at least 100 miles of their places of business. When a rider drops in and reports road conditions, it is good business to make note of them for the benefit of the next chap who may wish to cover the same route. This is a little angle of personal service that always creates a good impression.

Simple little tale entitled "Eyes Front." Big touring car ahead of us rolling along at a reasonable pace; one of the party admires the view off to the right; all hands take a peep, including the man at the wheel. Then things happen quickly. The car veers over to the side of the road, leans against a dilapidated fence, crashes through, the wheels sink into soft dirt and over topples the car, with five people in it. Over and over it went sideways, twice, then fetches up against a tree, and all folks crawl out unhurt because the top was up and it saved them.

EDITORIAL

The Wise Dealer Rides Himself Into Popularity



FEW lines of business thrive on formality. Buyers are reluctant to approach the merchant who holds himself aloof and waits for his patrons to bring money in and place it in his hands. There is no sympathy, no human spirit of understanding between the purchasing public and such a storekeeper. People trade with cold and apparently indifferent merchants only when they can't help it. As soon as a friendly competitor with a faculty for "mixing" enters the field, he gets the business. And he's entitled to it. He earns it as much by his unfailing ability to take an interest in his customers, in their whims and their requirements, as he does by his wisdom in keeping an attractive store and a representative stock of well-advertised and reliable wares.

The motorcycle dealer who rides a machine himself, thus practicing what he preaches, has an important handicap over the storekeeper who sits austerely behind his desk relying upon the theory that first-class products will sell themselves. In the first place, the dealer who rides inspires confidence in the motorcycle he handles; secondly, he makes friends—where they can be made easiest—on the road. No wise salesman will talk business while on a social ride, unless asked to, but he fixes himself in the minds of all the riders he meets as a good chap to turn to when future purchases are to be made. That's all that is necessary. It is possible to do five hundred dollars' worth of sure-fire advertising on a single Sunday trip, without for a single moment "talking shop."

If you have been allowing the barrier of Formality to keep you from close and business-breeding contact with your market, drop the idea and take a new and more reasonable tack. Roll out a motorcycle yourself, get into the smiling open country and try a little Informality for a change. It will act as a tonic for both you and your bank account.

LATE NEWS

PINK TAKES "USCO" RUN HONORS

Bronx Rider Drives Reading-Standard Home for Best Score in Yonkers-Albany Competition; Stuart Best Sidecar Man and Wallace "Shines" Among Novice Riders

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Photos by Holton

1, L. G. Buckner, Indian Solo; 2, Albany Bunch Loafing at Ossining; 3, R. S. Woods, Harley-Davidson, from Trenton; 4, Excelsior Team at Albany; 5, J. Janoschek and R. Pink, R-S; 6, At Albany; 7, Loafing at Poughkeepsie; 8, Reginald Pink, High-Score Man; 9, Before Secret Check at Ossining

YONKERS, N. Y., July 15.—R. Pink, riding a 1917 electrically equipped Reading Standard motorcycle, took the highest solo honors and thereby annexed the Hendee trophy in the 269-mile modified endurance run which was promoted yesterday from here to Albany and back again by George A. Ellis, New York State F. A. M. Commissioner, and all-around booster for the United States Tire Co.

The run called out 40 riders in all, the greater majority of whom made Yonkers the starting point; an even trio, as per prearranged schedule, left Poughkeepsie simultaneously with the local riders, while seven competitors started at Albany, the other end of the course, at the same time.

The next best score of the day was made by W. Merritt, on a Harley-Davidson, who finished with a rating of 992, while Fred Nissen, on an Indian, made the third highest score in all classes with a rating of 989.

The Harley-Davidson trophy for the best sidecar performance goes to Wallace Stuart, Indian, who, with F. Dunginger as passenger, finished the run with a score of 987. The Usco trophy, awarded by the United States Tire Co. to the novice with highest rating, was won by W. H. Wallace, also an Indian rider, and a member of the force of the Heath Carburetor Co. Wallace's score was 981 and his machine, as might be expected, was equipped with the new Heath carburetor for motorcycles, of which more will be heard in the near future.

Weather Was Poor

The weather man did much to limit the number of starters. The day broke dark and cloudy, the skies threatening to open up and drench the riders any moment. By dint of good luck, however, the riders got away—the start was made at 4 a. m.—before the downpour started and the riders were fortunate enough to outride the storm through the day. Thirty-three started from Yonkers at one minute intervals. Each entrant was given a numbered arm band with a ribbon attached, different ribbons being displayed by the riders starting from the different points on the route. Gold ribbons were worn by the Yonkers starters; white by the Poughkeepsie contingent, while the Albany boys wore blue.

With the exception of a slight detour the roads were found to be in excellent condition, so good in fact that 38 of the 40 riders who started managed to finish the affair, while of that number 24 earned gold medals for perfect checking at all the known controls.

(Continued on page 18)

PARKHURST AFTER BAKER'S RECORDS

Will Try for 24-Hour, 12-Hour, 1,000- and 500-Mile Marks at Sheepshead; 24-Hour Relay Sidecar Try at Same Time

NEW YORK, July 17.—If things go well for Leslie Parkhurst, Harley-Davidson speed star, the new solo records for 24 hours, 12 hours, 1,000 and 500 miles respectively, which were hung up a fortnight or so ago by E. G. Baker on the Cincinnati speedway, will cease to be records before the present week is out. Parkhurst will start tomorrow (Wednesday) on the Sheepshead Bay Speedway in an endeavore to eclipse the times and distances made by Baker in his last sensational performance.

The Harley-Davidson folks are also under the impression that they can set the 24-hour sidecar record at such a high mark as to make the others hop some in order to better it. With this idea in mind, Otto Walker and E. C. McDonald will start simultaneously with Parkhurst, and, driving in relays, will endeavor to eclipse anything that has been done in 24-hour sidecar driving. The present record is held by C. F. Bruschi, who drove a Harley-Davidson combination an even 1,000 miles in the twice-around-the-clock interval. The local boys expect to bring that record, which has been held successively by four Coast riders, back East, and set the mark in the neighborhood of 1,500 miles.

Elaborate preparations have been made for the record attempt, which will be run under F. A. M. sanction. The details of the checking, timing and refereeing being left to Timothy Mahoney, who, perhaps, is more competent to do those honors in the motorcycle sport line than any other eastern sport follower.

SOLAR LAMPS FOR 1918 INDIANS

NEW YORK, July 17.—Harry Haft, who manages the local branch of the C. M. Hall Lamp Co., which a few months ago absorbed the interests of the Badger Brass Co., maker of Solar lighting products, has just returned from a trip through New England. Haft was enthusiastic over conditions, particularly so in view of the fact that he was enabled to close with the Hendee Mfg. Co. for their entire lamp requirements for 1918.

SLOSSON ON ROAD AFTER ILLNESS

NEW YORK, July 17.—Stewart Slosson, of the sales force of the Cleveland Motorcycle Mfg. Co., who has been laid up for the past few weeks with a severe attack of pneumonia, is once again out and about. Slosson stopped in New York today in preparation for an extended trip over his eastern territory calling on Cleveland dealers.

NEW GASOLINE PROCESS

LORAIN, O.—The Logan Natural Gas & Fuel Co., of Pittsburgh, owners of a large gas territory near Lorain, is spending $500,000 in the erection of a plant south of here to extract gasoline from natural gas.

PINK, ON READING STANDARD, TAKES "USCO" RUN HONORS

(Continued from page 17)

Pink's Reading Standard was shod with Firestone tires, and the equipment was completed with a Bosch magneto, Duckworth chains and Mesinger saddle. Stuart had his Indian and sidecar fitted out with Usco tires, Splitdorf magneto generator, Duckworth chains and Mesinger saddle, while Wallace, Indian, rode on Goodyear tires, using a Dixie magneto, Duckworth chains and a Troxel saddle. The complete scores and equipment of the finishers are given in the attached table. The entry blanks for the Albany contingent have been lost somewhere in the mails so that the mounts and equipment of the riders could not be included in the table.

FOUR STATES FOR "USCO" ELLIS

NEW YORK, July 17.—George A. Ellis, of the United States Tire Co.'s forces, has been assigned to cover the states of Pennsylvania, Maryland, Delaware and the District of Columbia in the interest of United States bicycle and motorcycle tires. Ellis will start on his initial trip to cover his new territory the latter part of the present week.

MOTOPHON PRICE RAISED

SPRINGFIELD, Mass., July 16.—The increased costs of materials have hit the Motophon, the little mechanical warning signal marketed by the Hendee Mfg. Co. The price which heretofore has been $2 has been increased to $2.50 retail; the dealers' prices have gone up by a similar amount.

WORTHAM JOINS AVIATION CORPS

QUINCY, Ill., July 17.—D. Summers Wortham, of the local Goodrich branch, left a few days ago for Pensacola, Fla., where he will go into training in the navy aviation corps. Wortham has been with the Goodrich company here for the past four months, coming here from the St. Louis branch.

HOW THE FINISHERS FARED IN THE "USCO" MODIFIED ENDURANCE

Rider.	Machine.	Tires.	Mag.	Chain.	Saddle.	Club.	Medals.	Consis. Score.
E. B. Holton and wife	Indian sidecar	Goodyear	Dixie	Duckworth	Mesinger	N. J.	Gold	981
F. P. Doyle	Harley-Davidson	Firestone	Bosch	Renold	Mesinger	N. J.	Gold	979
Jos. Janoschek	Reading Standard	Firestone	Bosch	Duckworth	Mesinger	Unattached	Gold	972
R. Pink	Reading Standard	Firestone	Bosch	Duckworth	Mesinger	Unattached	Gold	999
R. S. Woods	Harley-Davidson	Firestone	Remy	Duckworth	Mesinger	Trenton	Gold	976
Aug. Helwig	Excelsior	Pennsylvania	Dixie	Duckworth	Troxel	Crotona	Silver	921
Joe Sierp	Excelsior	Pennsylvania	Dixie	Duckworth	Troxel	Crotona	Bronze	970
Fred Nissen	Indian	Goodyear	Dixie	Duckworth	Mesinger	Crotona	Gold	989
A. Steinfeld	Excelsior	Pennsylvania	Dixie	Duckworth	Troxel	Unattached	Gold	982
L. G. Buckner	Indian	Usco	Dixie	Duckworth	Mesinger	Unattached	Gold	976
Wallace Stuart, F. Dunginger	Indian sidecar	Usco	Splitdorf Mag.	Duckworth	Mesinger	Crotona	Gold	987
Russel Holderman	Harley-Davidson	Firestone	Bosch	Duckworth	Troxel	Crotona	Gold	988
Louis Zimmerman	Indian	Goodyear	Splitdorf	Duckworth	Mesinger	Unattached	Gold	966
Alfred Bohn	Harley-Davidson	Firestone	Dixie	Duckworth	Troxel	Crotona	Gold	971
Ed. Michael	Harley-Davidson	Goodyear	Bosch	Duckworth	Troxel	Unattached	Silver	982
Michael Smith	Harley-Davidson	Goodyear	Bosch	Duckworth	Troxel	Unattached	Bronze	906
Joseph Cantone	Reading Standard	Firestone	Bosch	Duckworth	Mesinger	Unattached	Silver	958
Fred Cordes and wife	Indian sidecar	U. S.	Splitdorf	Duckworth	Troxel	N. J.	Silver	963
Ed. Young	Indian	Firestone	Dixie	Duckworth	Mesinger	Hackensack	Silver	974
Al. Williams	Indian	Goodyear	Dixie	Duckworth	Mesinger	Unattached	Silver	973
Paul Pester	Indian	Usco	Splitdorf	Duckworth	Mesinger	Paterson	Gold	976
John Mumenthaler	Harley-Davidson	Goodyear	Dixie	Duckworth	Mesinger	Paterson	Silver	977
L. Mempl and J. Starke	H.-D. sidecar	U. S.	Dixie	Duckworth	Mesinger	Hackensack	Silver	965
Otto Dreber	Indian	Usco	Dixie	Duckworth	Troxel	N. J.	Gold	957
W. H. Wallace	Indian	Goodyear	Dixie	Duckworth	Troxel	Empire	Gold	981
J. McPherson	Indian	Fisk	Dixie	Duckworth	Mesinger	Paterson	Gold	962

POUGHKEEPSIE RIDERS

Claude Bodley	Indian	Goodyear	Dixie	Duckworth	Mesinger	Unattached	Gold	980
H. Gindele	Indian	U. S.	Dixie	Duckworth	Mesinger	Unattached	Gold	978
W. Merritt	Harley-Davidson	Firestone	Remy	Duckworth	Troxel	Unattached	Silver	992

ALBANY RIDERS

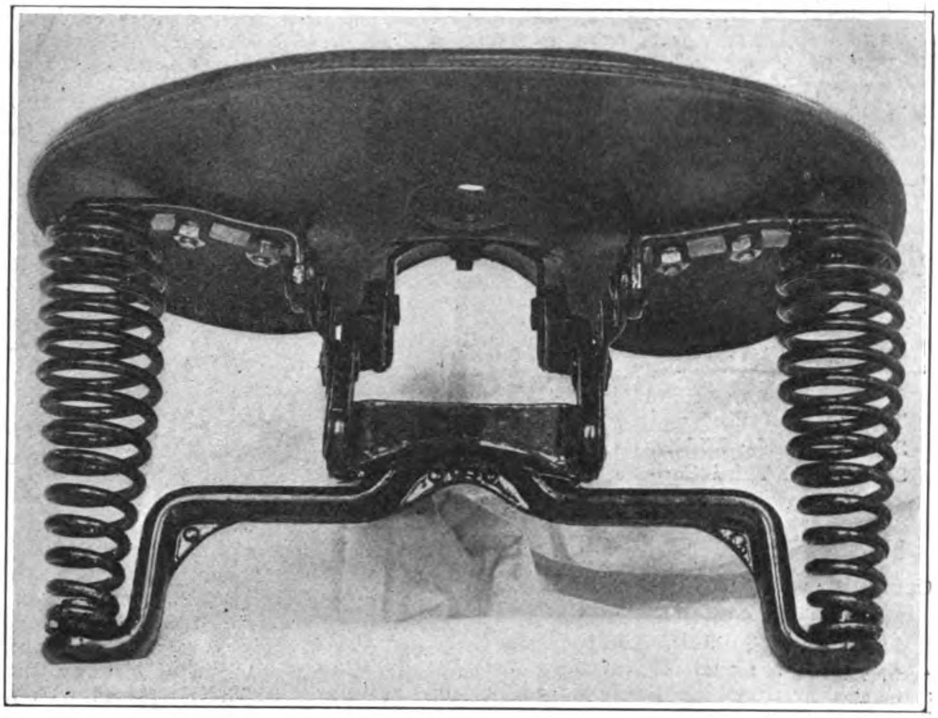
W. Schwerker	Gold	975	Frank Stats	Gold	996	H F. Abele	Gold	988
J. C Ferris	Gold	995	Geo. Canaday	Gold	975	C. Schade	Gold	990

INNOVATIONS IN NEW TROXEL-MASLEN SADDLE

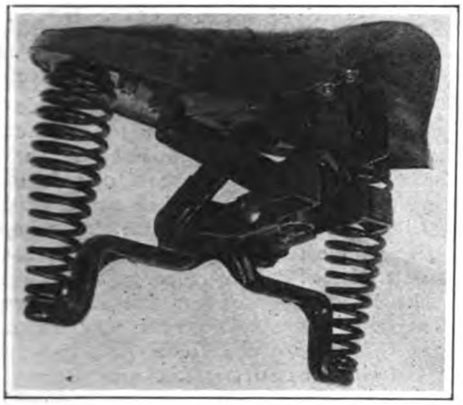
Both Fore and Aft and Vertical Shocks Are Absorbed by Ingenious Construction and Level Position of Saddle Is Insured Under All Conditions of Riding

ELYRIA, O., July 16.—An announcement of unusual interest to motorcyclists has just been made by the Troxel Mfg. Co., of Elyria, concerning the introduction of the Troxel-Maslen saddle, an entirely new product which is featured by a number of striking and comfort-giving innovations. The saddle, which is shown from three angles on this page, is the outcome of three years' experimenting by George S. Maslen, of Philadelphia, Indian distributor and veteran motorcyclist, and embodies principles which have been worked out by Mr. Maslen at a heavy expenditure of time and money.

When he started his experiments Mr. Maslen had in mind these chief aims: Level saddle position under all conditions of riding, fore and aft flexibility as well as up and down, and maximum shock-absorbing facilities. In the perfected Troxel-Maslen he has achieved all three objects.



Rear View of Innovation Troxel-Maslen Saddle



The Unusual Suspension

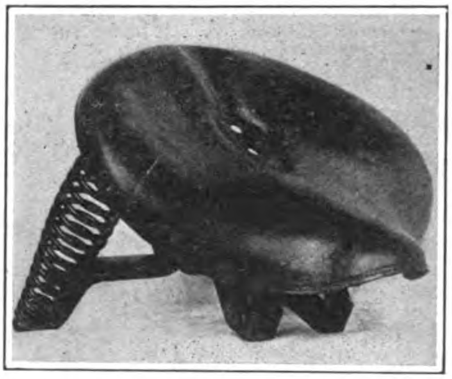
The simple but ingenious construction of the saddle under-frame affords 2¾ inches of vertical spring action. and 1 inch backward and forward action to absorb the shock of the forward thrust. A number of the best known riders in this country pronounce the action perfect and sufficient to compensate for the most severe shock.

The net result of these springing arrangements is that the rider sits practically undisturbed by road inequalities. "Cannon-ball Baker used a Troxel-Maslen saddle on his recent 24-hour record ride and is enthusiastic in his approval of it. He states that it contributed materially to the ease and safety with which he reeled off the miles at express train speed day and night, and that it reduced his fatigue greatly.

It is impossible, Mr. Maslen points out, for the new saddle to whip a rider off, no matter how rough the road may be, because violent movement of the saddle is positively prevented. During recent tests the rear wheel of a motorcycle was whipped up and down at terrific speed, but a rider in the saddle received none of the vibration. The strong, double coil springs absorbed all the vertical action, while the sliding principle took up any tendency towards forward or backward motion.

The coil springs can be taken out by hand in 5 seconds and carried in the pocket if it is found desirable to have a particularly low saddle position. This feature will be found a valuable one, Mr. Maslen argues, for riding through deep sand or mud—and also for the new rider whose mastery of the mount will be facilitated through ability to place his feet on the ground without a strain.

Long and varied tests have shown that the ease of control of a motorcycle is improved through the use of the Troxel-Maslen saddle, inasmuch as the rider is not called upon to do any sliding around on the saddle to keep in a position that will enable him to manipulate the controls, etc. The position of the rider being steady under all conditions, he can devote himself entirely to the mechanics of driving.



Anatomically Formed Top

The saddle top itself is carefully designed to provide the greatest possible comfort compatible with dependability, sturdiness and appearance. One of its interesting features is a slight depression in the center at the rear, designed to guard against the base of the rider's spinal column resting directly on the saddle. It is pointed out that contact between the saddle and the base of the spinal column induces fatigue on long trips. This new double action enables the use of the formed top which fits the anatomy.

In conclusion, it is noteworthy that the remarkable innovations offered have all been achieved without making the saddle heavy, cumbersome or unsightly. The construction is simplicity itself, and there are no parts which will cause annoyance through wear.

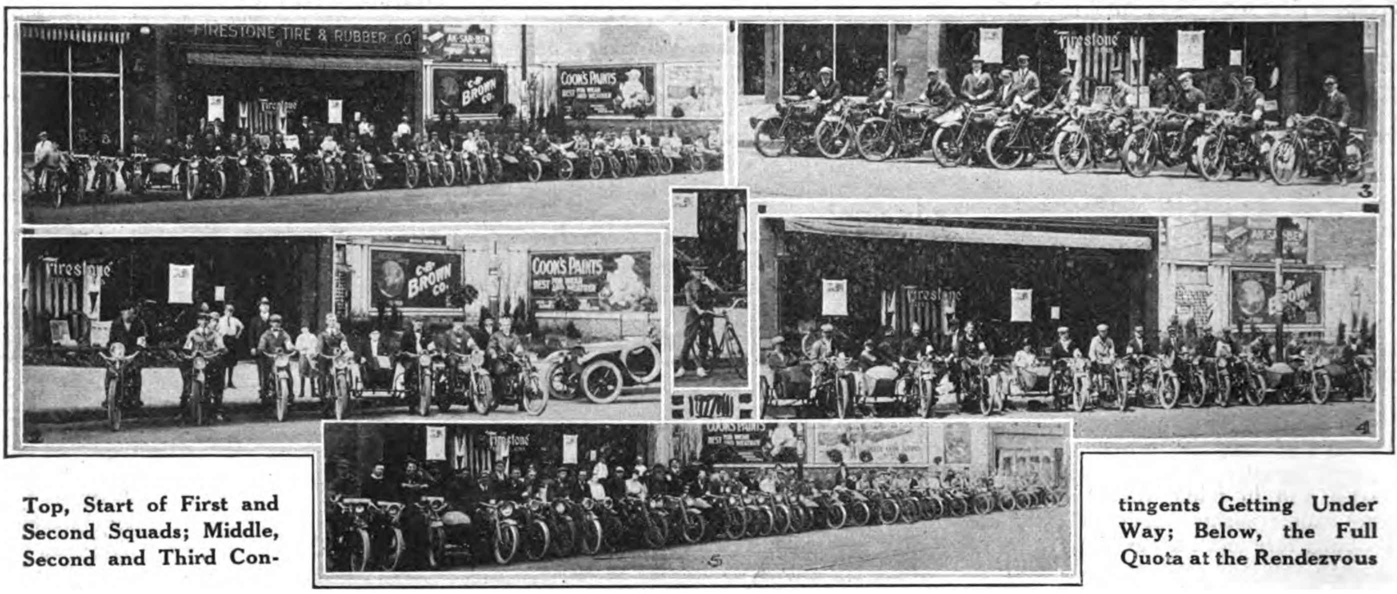
RIDES NEW MODEL HOME

READING, Pa., July 16.—James Hudson, of Hood's Motorcycle Shop, Reading Standard representative for Akron, O., recently made a tour of the East and paid a visit to the plant of the Reading Standard Co. After a trip of inspection through the R. S. plant, Mr. Hudson selected a new model with which to make his return trip to Akron.

OHIO'S TAGS FOR 1918

COLUMBUS, O.—Secretary of State Fulton, of Ohio, has awarded the contract for motorcycle tags for 1918 to the Colortype Co., of Cincinnati, which assures an adequate supply previous to January 1. The company has informed the Secretary of State that it can supply all of the tags needed by November 1, if desired. The 1918 tags will carry white numerals and letters on an olive-green background.

WHEN THE OMAHA RIDERS WENT GYPSY TOURING



Top, Start of First and Second Squads; Middle, Second and Third Contingents Getting Under Way; Below, the Full Quota at the Rendezvous

MILWAUKEE ENDURANCE

Competitive Event First of Kind for Years; Tentative Plans

MILWAUKEE, Wis.—Local motorcyclists are anxiously awaiting the announcement from the committee which has charge of arranging for Milwaukee's first endurance run. For years there has been agitation in the local fraternity for a contest along these lines and it was not until Art Herrington took up his abode here permanently that the idea of an endurance run really took definite form. It was a case of waiting for someone to hang the work onto and along came Art.

Herrington and Ben McGinnis are the committee in charge of the arranging route and checking details. Louis Peterik and Hugh Sharp have been appointed another committee to get up a handsome list of prizes. It is expected that Rockford, Ill., will be the night control whichever the final map of the run will look. The dates are September 2 and 3, the Sunday preceding, and Labor Day.

CASTLE ILL WITH TYPHOID

ATLANTA, Ga., July 16.—Gus Castle, manager of the Southern branch of the Harley-Davidson Motor Co. and one of the best-known boosters of motorcycle affairs in the South, is confined to his home here with a severe attack of typhoid fever. Mr. Castle is F. A. M. director for the South Atlantic States, and has been intimately connected with the motorcycle and bicycle trade in Atlanta for the past 30 years. He is recognized as one of the best authorities on motorcycles and bicycles in the South, and has legions of friends who are hoping that he will soon be on the way to complete recovery from his illness.

RAWLEY HAS UNUSUAL SALES

OMAHA, Neb., July 16.—Roscow Rawley, manager for the Novelty Repair Co., Excelsior dealer, makes it plain that the war has not seriously affected Omaha's motorcycle trade by pointing out that business in June was just double that for the same month of 1916. Rawley handles bicycles and accessories as well as motorcycles, and specializes on repair work. Lewis Flescher, Omaha's oldest motorcycle dealer, has enlarged his store room. Flescher operates a well-equipped repair shop and manufactures a machine of his own, the Flescher Flyer, which is powered with a De Luxe motor.

REPAIR SHOP LAW INVALID

Texas Measure Calculated to Cause Much Trouble Goes Into Discard

AUSTIN, Tex., July 16.—A decision has just been rendered by the State Court of Criminal Appeal declaring invalid the law which was passed by the legislature at its recent session, providing that every repair shop or garage within the State engaged in repair, rebuilding or repainting of motor vehicles, or any shop engaged in electrical work, shall keep a register of every kind of material, repair or change, and providing that a failure to comply with the act shall be a misdemeanor.

If the law became effective it is taken for granted that it would apply to motorcycle repair shops, as well as those devoted exclusively to automobiles.

DANISH CONDITIONS

Bendixen, Indian Representative, Predicts Big Business After War

SPRINGFIELD, Mass.—Ove Bendixen, Indian general representative for Denmark, with headquarters at Copenhagen, says that there is a big future for American motorcycles in his country at the close of the present war.

"In this connection," says Mr. Bendixen, "I do not want to convey the impression that the motorcycle business is not good. Far from it. Business was never so good as at the present time and it is growing better week by week.

"The American motorcycle is popular in Denmark, by reason of its reliability and its comfort-features in particular. Naturally, the greatest call is for the Indian Cradle Spring Frame models which emphasize comfort in its highest degree."

PROVIDENCE RUN

Fourteenth of Season's Series Brings Out 100 Riders

PROVIDENCE, R. I., July 15.—The 14th, scheduled run of the Providence Motorcycle Club was held to-day and one of the largest contingencies turned out that has made any run this season, outside of the annual picture tour. The weather had much to do with the event, the sky being perfect, while the attractiveness of Narragansett Pier of course pulled.

The 100 or more riders left Exchange place at 9:30 under the guidance of Capts. John G. Edwards and Eddie A. Swanson of the club, the former having charge of the sidecar division and the latter the solo section.

From the time the party left this city the course lay over macadam. The run was made through East Greenwich, Wakefield, Wickford and Saunderstown. Arriving at the Pier the party lunched and then did sightseeing about the various hotels and viewed many of the beautiful homes along the shores. Many went to Point Judith with cameras to snap the surf and rocks and were well rewarded for the trouble involved.

MOTOR CORPS NOW TRAINING

BOSTON, Mass., July 16.—The First Motor Corps of the Massachusetts State Guard was mustered into Federal service this morning and left the Cadet Armory for intensive training at a camp located on the estate of J. Dudley Clark. The corps included a squad of 20 motorcycle riders who serve the unit chiefly in the capacity of couriers.

WANT A MIXED MOTOR MEET

PROVIDENCE, R. I., July 14.—Efforts were being made here today by local motorcycle riders to have the committee in charge of the automobile races at Narragansett Park speedway on July 21 put on a couple of motorcycle events. Whether the request of local men will be granted will not be known until next week.

TITUS PROMOTED

Goodrich Buffalo Branch Manager to Watch Foreign Sales

BUFFALO, N. Y., July 16.—F. E. Titus, who has been manager of the Buffalo branch of the B. F. Goodrich Co., maker of Goodrich tires, has been promoted to have full charge of the foreign sales department for the Goodrich Company. In his new capacity Titus will be stationed in New York, from which point he leaves next week.

F. E. Titus

Titus has been a Goodrich man since the latter part of 1906, when he began as a clerk in the Engineering Department at the factory in Akron. He came to Buffalo in 1907 as assistant manager under W. O. Rutherford, who has since become general sales manager for the big Akron rubber company.

In 1911 Titus again went up the ladder when he became manager of the Denver branch, coming back to Buffalo once again the latter part of the same year. In 1914, being in need of a big man to take care of the Pittsburgh branch Titus was shifted to that point, coming back to Buffalo early in 1916 when conditions here called for a man of wide experience to take charge of a branch which had grown at a most rapid pace.

JERSEYITE FINDS TACKS SCATTERED ON MAIN ROAD

EDITOR: I wish you would find space in your publication for the following warning to Jersey motorcyclists. While riding through New Jersey on the road to Asbury Park, I found that tacks and small nails had been scattered on certain portions of the new Homedale road. I discovered the puncture-makers on the stretch between Homedale and Redbank, about half way down, and in view of the fact that I have punctured a tire on two different occasions at this point, I feel it my duty to put other riders on their guard.

I am fully convinced that the tacks and nails did not get on the road by accident, but that they were deliberately placed there by someone who wished to play a rather mean trick on automobilists and motorcycle users.

"A VICTIM OF THE NAILS."

PLAN BIG MOTOR DEPOT

Uncle Sam to Gather Trucks, Tractors and Motorcycles Near Richmond

WASHINGTON, D. C., July 16.—From official circles comes the announcement that a great automobile truck and motorcycle supply depot is to be located by the War Department somewhere between Richmond and Norfolk, Va. This depot will be used primarily for the storage of machines and motor equipment intended for shipment to the troops abroad. There is every reason to believe that the station will be one of the largest of the kind in the country.

When the movement of National Guard troops to Europe is started, it will be necessary to supply them promptly with full motor equipment, and this important duty will fall to the new depot referred to. It is also understood that the Federal Army force will be supplied from this station, regardless of the ports from which they embark.

A competent force of mechanics will be on hand to make repairs on machines which have been in service in the various training camps, and to keep all the various motor vehicles in the Government's military branches up to top-notch efficiency.

TIRE BULLETINS

Goodyear Getting Out New Series on Tire Care for Motorists

AKRON, O.—To aid motorists in cutting down tire costs, The Goodyear Tire & Rubber Company, Akron, Ohio, announces the publication of an entirely new and complete set of tire service bulletins, in which are set forth the various ways of obtaining more satisfactory tire service.

A noticeable departure from a custom which has too largely prevailed in literature advancing tire information, of enumerating an array of "don'ts" for the tire user, is the positive viewpoint employed. The new Goodyear bulletins, instead of outlining the usual "don'ts," tell the motorist just what to "do" to get real tire service. Valuable hints telling how to add hundreds and even thousands of miles to the life of tires are the keynotes throughout the series.

WORKING FOR AMBULANCE

OMAHA, Neb.—Captain Todd, of the machine gun company of the Fourth Nebraska, National Guards, is making an effort to secure a motorcycle ambulance for his company. A number of subscriptions have been received, many of them coming from members of the Omaha M. C. Eight members of the Omaha M. C. are enrolled in Captain Todd's company.

RECOVERS STOLEN MACHINE

LOWELL, Mass., July 16.—Joseph Parmentier, who a month ago gave notice of the fact that his Harley-Davidson machine had been stolen, has recovered it. He was out riding with another motorcyclist at Hampton Beach when he recognized a machine passing as belonging to him. The rider of the stolen machine was overtaken and roughed up a bit by Parmentier and his friends, and Parmentier regained possession of the stolen machine. The thief was not arrested.

"Buster" Barrows Makes Early Start as Student of Indian Motorcycles

YES, its Buster! And Buster is "some boy"—one of those healthy little imps who always keep dad busy and mother watching out for fear he'll find some new adventure at the expense of a barked shin or a banged-up arm or leg. It is no small job keeping Buster going straight—for he just wants to know about everything.

But I forgot to tell you Buster's real name; he has a real name, although the cognomen "Buster" was never better applied, for he is surely a buster in all that the term applies. His honest-to-goodness name is Prescott Barrows. He is the real son of a real father—and, like his dad, H. S. Barrows, superintendent of the Service Department of the Hendee Manufacturing Company—he likes nothing better than to delve into the intricate mysteries of mechanical objects.

Buster is a regular pal to his dad—and most any evening you will see Buster comfortably seated in dad's sidecar, with Pop Barrows astride his Powerplus, drinking in all the scenic splendor of haunts in and about Springfield. Sometimes it's the whole family, Daddy Barrows, Mother Barrows, Buster, and the cutest, whitest and smallest Pomeranian, seated contentedly in Buster's lap.

"Buster" Barrows

The accompanying illustration shows Buster inspecting his dad's Indian, preparatory to an evening's spin along Springfield's beautiful streets.

BULLETIN BOARDS FOR DEALERS

ROCHESTER, N. Y., July 17.—Motorcycle sport bulletin boards are the latest addition to all of the motorcycle shops in town. William Bailey, manager of the local Firestone branch, has presented each dealer with one of the bulletin boards headed, "What's New in Motorcycle Sport," and Arthur Rochow, of the local Harley-Davidson agency, has contracted to furnish the dealers with the last minute motorcycle news for the benefit of the Rochester riders.

POLICE CHIEF CAUGHT SPEEDING

ROCHESTER, N. Y., July 17.—Chief of Police Joseph Quigley, who has charge of the two dozen motorcycle mounted speed cops of this city, was himself arrested for speeding on a motorcycle a day or so ago. He went through Batavia at a pace which was challenged by the local speed guardian, and though he escaped without paying a fine he was duly warned.

MIXED MEET ON ROCHESTER GRADE

ROCHESTER, N. Y., July 17.—Motorcycles are to be included in the hill-climb program which is to be staged by the Rochester Automobile Club in the near future. Three motorcycle events have been added to the program as a result of the earnest efforts of George Wagner, of the Wagner-Dolph Co., Harley-Davidson dealers here. The three motorcycle events include a stock solo climb, a stock sidecar climb, and a free-for-all. The climb is to be held on a fairly decent stretch of roadway with a sufficient gradient to worry the best of riders.

HERMAN WINNING FAVOR RAPIDLY

NEWARK, N. Y., July 17.—H. W. Herman, who recently took the agency for the Harley-Davidson here and hereabouts, seized upon last Friday as an opportune time to make himself solid with riders and would-be riders in the neighborhood. He staged a strawberry and ice cream festival to riders and their friends of Newark, Palmyra and Lyons, at his father's farm six miles out of Newark. A score or more of motorcycle enthusiasts attended.

WHITING SHOWED HIM THE PEAK

DENVER, Colo., July 12.—H. G. Manthy, a Harley-Davidson traveler, stopped in Denver last week on his way from Laramie, Wyo., to Omaha, Neb. While here Mr. Manthy and Walter W. Whiting, State distributor for the Harley-Davidson, took a motorcycle trip to the top of Pike's Peak and back.

ACCESSORIES WANTED

A. E. SERFATY, of Gibraltar, desires to get into touch with makers and jobbers of motorcycle accessories. He is at present representing the Indian in that Mediterranean city.

MOUNDSVILLE'S RIDERS SET RECORD

MOUNDSVILLE, W. Va.—Joe Virgin and Ed Headly, have returned from a spin on their motorcycle to Washington, D. C., and return, making the distance, 297 miles, without a mishap, in nine hours, an average of 33 miles per hour over the hills. This is a record for this city. Virgin bought a Harley-Davidson and in nine days traveled 1,975 miles, a daily average of 103 miles, which is some going for a beginner.

STEWART FOR OFFICERS' RESERVE

HUNTINGTON, W. Va.—Carlisle (Jack) Stewart, motorcycle dealer and racer, has returned from Charleston, W. Va., where he made application for enlistment in the second officers' reserve corps training camp, which opens August 27. His examination showed him in perfect physical condition and he passed all the preliminary tests so satisfactorily that he was recommended for the camp commander for enlistment.

OMAHA M. C. PLANS HILL-CLIMB

OMAHA, Neb., July 16.—The Omaha M. C. has completed plans for holding a hill-climb on a steep grade at Council Bluffs, Ia. The regulation calls for the elimination of non-skid devices and for the use of no gearing lower than 12 to 1.

TRUDEAU GETS LARGE SHIPMENT

SOUTH HADLEY FALLS, Mass., July 16.—Theodore Trudeau, who handles R. S. motorcycles for this place and vicinity, has received another large shipment of 1917 models. Although this is Mr. Trudeau's first year in the motorcycle business, he has placed a large number of machines.

ANOTHER UNITED STATES DIVIDEND

NEW YORK, July 16.—The United States Rubber Co., N. Y., has declared another dividend, of 2 per cent., which was paid to holders of the First Preferred stock July 10.

USED SIDECARS WANTED

C. GORDON PARKIN, of Montego Bay, Jamaica, British West Indies, is in the market for a small quantity of used sidecars suitable for attachment to the 1917 Indian Powerplus model. Quotations should be made f. o. b. New York.

INDIAN FOR ROCHESTER PHONE CO.

ROCHESTER, N. Y., July 17.—The Rochester Telephone Co. has purchased from the George L. Minor Co., local Indian distributors, a fully equipped 1917 Powerplus Indian sidecar. It is to be used in inspection service.

Handy Ubelacker, well-known in local competition circles, has joined the sales force of the Minor concern.

FARRELL INCORPORATES

NORFOLK, Va., July 17.—With a capitalization of $5,000, B. F. Farrell has incorporated under the style, Farrell's Bicycle Repair Shop, Inc. He will make his headquarters in Norfolk and will deal in and repair bicycles and motorcycles.

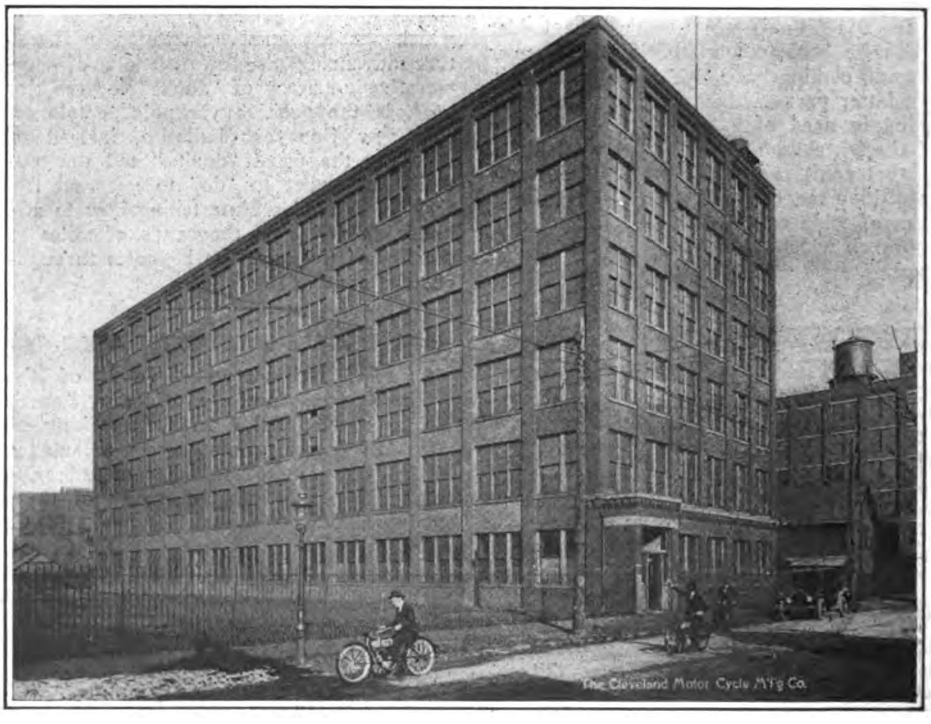
"GAS" AT ONE CENT A GALLON!

WASHINGTON, D. C., July 16.—Louis Bond Cherry, of Kansas City, Mo., is the latest motor fuel experimenter to arrive in Washington with the idea of obtaining Government backing for his plans. Mr. Cherry claims an electro-chemical process for the conversion of kerosene into synthetic gasoline at a cost of less than one cent a gallon.

MOCK BECOMES A DIRECTOR

CLEVELAND, O., July 16.—Ralph D. Mock, treasurer of the Hydraulic Pressed Steel Co., of Cleveland, has been elected a member of the company's directorate.

WHERE CLEVELAND ENTHUSIASM GETS ITS START



Home of the Popular Lightweight in Cleveland, O. Late Reports State That Difficulty Is Being Experienced in Keeping Abreast of Orders

IN FACTORY CIRCLES

News and Views of the Men Who Are Making Cycle History Daily in the Big Plants or in the Ranks of the National Sales Organizations

NEW GOODYEAR PLANT

Big Works at New Toronto Will Be Ready for Operation Soon

NEW TORONTO, Ont.—The huge new factory of the Goodyear Tire & Rubber Co., Ltd., at New Toronto, will be operated for the first time early in August.

The new building, which is four stories high, with basement, and is built of brick, steel and concrete, has been erected on a twenty-seven-acre site, and is costing, with equipment, $1,500,000. There are 230,000 square feet of floor space. No less than 1,500 men and women will be employed in the new works and the output will run up into thousands of tires per day. Nothing but bicycle, motorcycle and automobile tires will be made here.

The factory has its own power, water and sewage disposal systems and is otherwise complete in itself. A large number of model homes are being built in New Toronto for workmen and their families who will be brought here. Construction of the new plant was started last fall.

ANOTHER BIG SILVEX PLANT

SOUTH BETHLEHEM, Pa., July 16.—Ten acres of land have just been purchased by the Silvex Co., adjacent to this city, for the erection of a new plant. It is estimated that the capacity of the proposed plant will be 12,000,000 Bethlehem spark plugs a year.

BIGGER JOB FOR DICKSON

INDIANAPOLIS, Ind., July 16.—R. B. Dickson, who for some time past has been battery service station supervisor for the Prest-O-Lite Co. in Detroit, has been appointed division manager of the Indianapolis territory, with headquarters at the Indianapolis branch.

DATA ON CYCLE PROSPERITY

AKRON, O., July 16.—Under the heading "Prosperity for Motorcycle and Bicycle Dealers," the July number of the Firestone, the house organ of the Firestone Tire & Rubber Co., prints some interesting photographs and equally interesting items. Special emphasis is placed upon the fact that dealers all over the country who handle their sales on a strictly business basis and hustle the year around, are reporting constantly increasing activity.

"WICO" SOLIDIFIES ORGANIZATION

NEW YORK, July 16.—One company, the Witherbee Storage Battery Co., Inc., will hereafter handle the manufacture and sales of Witherbee storage batteries. The New York concern heretofore has handled the sales end only. The combination of the Meder-Stoudt Co., Inc., the manufacturing company, with the Witherbee Co., has been effected by the change, the name Witherbee is connected with the product throughout. The factory in which the batteries are made has just been equipped with new machinery in order to expand the output.

PROMOTION FOR MANGOLD

QUINCY, Ill., July 14.—R. L. Mangold, for a number of years connected with the sales organization of the B. F. Goodrich Co., has been appointed to the more responsible position of local manager at Quincy. Mangold is a live wire, with a host of friends who expect big things from him in his new job.

FIRESTONE HAS FOREIGN TRAVELER

NEW YORK, July 16.—The Firestone Tire & Rubber Co., has appointed L. W. Santasiere, a foreign traveler for the company. He was formerly connected with the New York branch. Mr. Santasiere will sail shortly for the West Indies where he will do general sales promotion work.

SUGGESTIONS FROM HONEST INJUN

SPRINGFIELD, Mass., July 16.—A complete explanation of the repair shop system which is used with all success by Osborne & Leishear, Indian dealers at Washington, is made in article Number 20 of the Honest Injun series, which has just been put in the hands of Indian dealers. The issue also includes an article on boosting R. F. D. business which is a winner, a suggestion for increasing used motorcycle sales through the medium of a weekly bulletin, and a plea for dealers to make the best possible publicity use of the new 24-hour, 12-hour, 1,000- and 500-mile records established by Baker a fortnight ago on the Cincinnati speedway.

DIAMOND RUBBER CO. REVIVED

AKRON, O., July 16.—The recent incorporation of the Diamond Rubber Co., as a selling concern, amounts to a revival of the old rubber company which lost its identity when it was consolidated with the B. F. Goodrich Rubber Co., five years ago. H. E. Raymond heads the company, and H. N. Bacon is vice-president. The Diamond Rubber Co. will be a subsidiary selling organization, similar to the B. F. Goodrich Rubber Co., recently formed, but differently incorporated and organized.

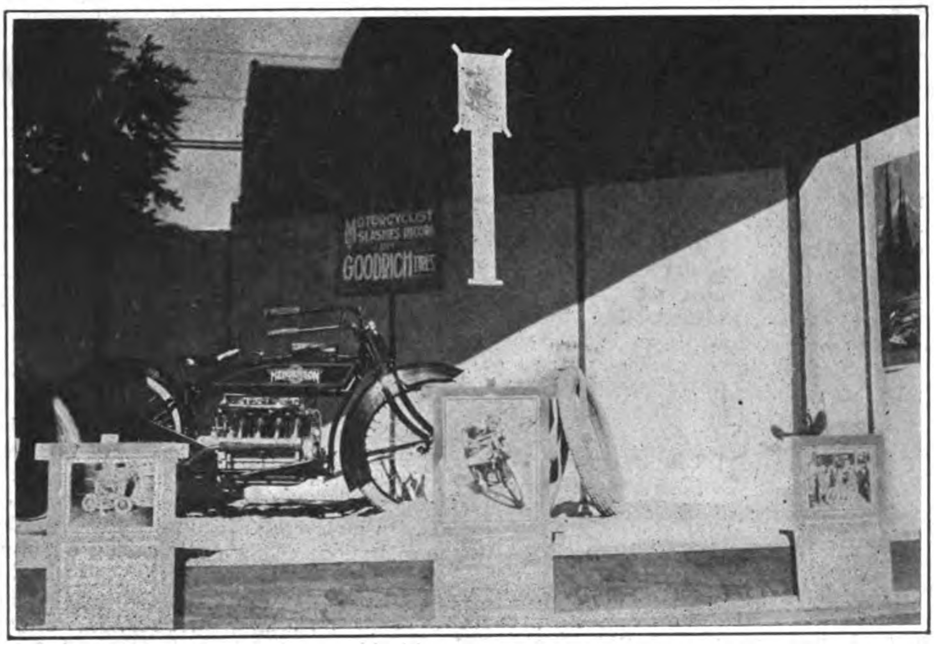
JAPANESE IMPORTER MOVES

NEW YORK, July 16.—For the benefit of American manufacturers who are doing business with Futabaya & Co., prominent Japanese importers of cycles and allied products, announcement is made that the firm has moved to a new address. The headquarters of the company is now located at No. 7, Tatami-cho, Kyobashiku, Tokyo.

FISK BUYS GIBNEY TIRE CO.

CHICOPEE FALLS, Mass., July 16.—Announcement is made that the Fisk Rubber Co. has just purchased the assets and plant of the Gibney Tire Co., of Conshohocken, Pa., manufacturers of solid tires.

WINDOW DISPLAY WITH A REAL PUNCH



Special Window Display of the Goodrich Tire Branch in Detroit, Featuring the Transcontinental Record Made by Alan T. Bedell on a Goodrich-equipped Henderson. Several Inches of Sand on Floor and Desert Scene Painted on Background Heighten Its Effect

PERKINS TAKES HONORS

Only Rider Over the Top in Interesting South City Climb

SAN FRANCISCO, July 16.—Dud Perkins, on a Harley-Davidson, and Charles Penna, on an Indian, divided honors on the South City hill, which was the setting for the San Francisco M. C. hillclimb on July 8. Perkins was whisked over the top of the hill by his stock Harley-Davidson in 29 seconds flat. Being the only contestant in both events to go over the brow of the incline. The second place in the stock class went to Shrimp Burns, on an Indian.

A bit of a mix-up beclouded the results in the free-for-all event for A. Gloystein, on a Harley-Davidson, who really made the highest ascent, was disqualified and awarded second place because he went off the course at one point. The climb was well attended, fully 2,000 people being present, most of whom came on 1,000 motorcycles parked at the clear space at the bottom of the incline. The hill was 750 feet long with a grade mounting from 10 per cent. at the base to better than 65 per cent. nearing the top. Traction devices, with the exception of skid chains, were ruled out, and in the stock event it was absolutely necessary that the rider own the machine he rode, which had to be of the three-speed variety.

Perkins, who won the stock event, certainly earned the honors of champion hillclimber hereabouts. The South City hill was the ninth climb in which he has participated in the last six months, in eight of which he has carried off first amateur honors.

WILLIAMS BUYS HENDERSON

Mount Has Been Shipped to U. S. Comptroller of Currency

RICHMOND, Va.—While no details are obtainable as to the exact use which will be made of the machine, it has become known that a four-cylinder Henderson motorcycle has been ordered for shipment to Hon. John Skelton Williams, U. S. Comptroller of Currency.

The machine is to be shipped to him at his home in Blue Ridge, Pa. The motorcycle is of the 1917 three-speed type, specially finished in military olive drab enamel.

It is also known that four other Hendersons of the same model have been bought by the United States Secret Service, through a Henderson dealer in an Atlantic Coast city, but for obvious reasons no details of the service for which these machines are intended can be made public at present.

They have already been on important duty for three months and are reported to have been of material assistance in clearing up certain critical situations.

CLYMER MAKES JULY 4 CLEANUP

DENVER, Col., July 12.—At Greeley, Col., on July 4, two fast five-mile motorcycle races were pulled off and both were won by Floyd Clymer of that city. Clymer, as usual, rode his Excelsior and finished the first race on the half-mile track in 6:23. He did even better in the second race and clipped three seconds off the time he made in the first race. Orrie Dunham, of Loveland, Col., on a Harley-Davidson, placed second in both races; while Krieger, also of Loveland, on a Harley-Davidson, took third in the first race, and Metzinger, of Denver, on an Excelsior, captured third in the second.

RECRUITING MOTORCYCLISTS

Many Riders Are Enlisting in Signal Reserve Corps at Los Angeles

LOS ANGELES.—Los Angeles motorcyclists are strongly in evidence in the Signal Reserve Corps, which is being recruited by Capt. James E. Helpling, on motorcycle row. Capt. Helpling has gone to it on the recruiting with so much vigor that the enlistment as it stood on the day after the Fourth, showed 228 applications, all of which have been passed on with only fourteen rejections.

There are forty-five well-known motorcycle riders enlisted in this corps, which also includes signal men, telephone and telegraph operators, etc., to make a complete military signal corps complement. Drills of the motorcycle squad are being conducted every Sunday at Venice Aviation Field.

TUCSON ENDURANCE

Only Two Perfect Scores Result from 660-Mile Grind; Ten Starters

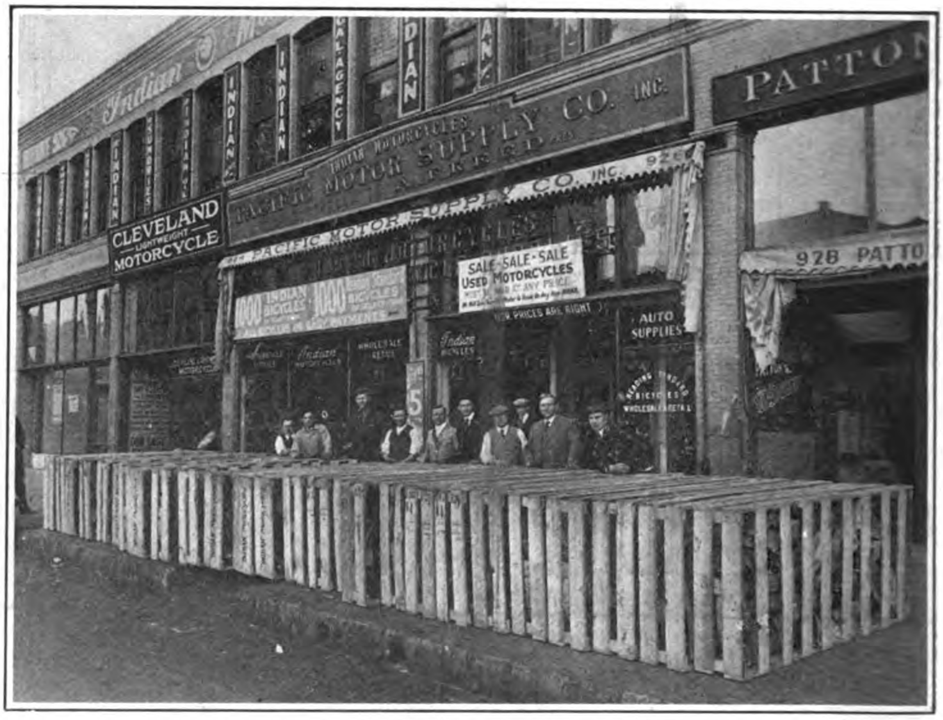
TUCSON, Ariz., July 16.—Two, and only two, perfect scores resulted from that Douglas-Tucson 660-mile endurance, July 1st to 4th inclusive. Bill Cox, on a Harley-Davidson, and Leslie Clark, on an Indian, both Tucson riders, were the perfect men. Four others finished out of a field of 10. The scores of the other finishers are: Frank Bennett, Douglas, Indian, 990; Jack Vestry, Douglas, Harley-Davidson, 980½; L. S. Hedges, Douglas, Harley-Davidson, 936; S. P. Boucher, Douglas, Excelsior, 833.

Other starters were: Jasper English, Douglas, Harley-Davidson; Archie Golden, Douglas, Harley-Davidson; Heavy Banta, Douglas, Harley-Davidson, and George Thorpe, Tucson, Harley-Davidson.

The riders were beset by mud and rough roads.

Cox's Harley-Davidson was equipped with Bosch magneto, Troxel saddle, Duckworth chain, Wright spark plugs and Firestone-Goodyear tires. Clark's Indian had a Dixie magneto, Troxel saddle, Duckworth chain, Splitdorf spark plus and Goodyear shoes.

A DIFFICULT RUSH ORDER, BUT FREED FILLED IT


Indian
INDIAN
INDIAN
AGENCY
INDIAN
PACIFIC MOTOR SUPPLY CO. INC.
A. FREED
PATTON
CLEVELAND LIGHTWEIGHT MOTORCYCLE
SALE SALE SALE USED MOTORCYCLES
928 PATTON
AUTO SUPPLIES

LOS ANGELES, Cal.—A. Freed, of the Pacific Motor Supply Co., of Los Angeles and San Francisco, was recently called upon to make a large delivery of Indian motorcycles for utility purposes, the specifications on the order calling for olive drab color. With limited time to make deliveries and with a limited number of olive drab machines in stock, Mr. Freed, with his usual resourcefulness, set about his task of getting the required number of machines into his Los Angeles store.

In a matter of a comparatively few days Mr. Freed had his full quantity and was ready to deliver. This one incident is characteristic of Mr. Freed's organization on the Coast, which has been enjoying unusually heavy business during the present year. Taking on the Indian but two years ago, Mr. Freed has developed an extremely attractive business, and his popularity, energy, and hustle have gone far toward boosting the sale of Hendee products on the Pacific Coast.

The accompanying illustration shows Mr. Freed, Mr. Lebell, Mr. Adams, and J. J. O'Connor, editor of *Pacific Motorcyclist*, and a large shipment of Indian motorcycles in front of the Los Angeles store of the Pacific Motor Supply Co.

1,756 JOIN F. A. M. IN THE YEAR

Membership Report Made by Secretary Gibson Shows That 1,622 Renewed Affiliations; New York State Leads

WESTBORO, Mass., July 16.—Timothy the fiscal year ending June 30, 1,756 new riders were initiated into the Federation of American Motorcyclists as is disclosed by the report of Secretary-treasurer Gibson, which has just been sent in to the Board of Directors. During the same interval 1,622 of those who have been members in years past renewed their affiliations.

Of the new riders who came into the field, 1,144 were affiliated with motorcycle clubs in various parts of the country, while 612 entered unattached.

In point of membership, considering both the new arrivals and re-affiliated members, New York State led by a wide margin. The Empire State brought in 638 riders in both classes during the interval while the next largest number was 354, which came from Massachusetts. Third in line was Pennsylvania with 314 new members, while New Jersey was well up with a total new membership offering of 303 riders. An interesting feature of the report is the fact that each the Philippine Islands, the Panama Canal Zone, and far off Russia brought forth two members while Sweden and China respectively were given as the addresses of another two. Six members came from Canada, and seven from Hawaii.

F. A. M. ITEMS

Mahoney Takes Weekly Membership Prize; 19 Prizes Still Left

WESTBORO, Mass., July 16.—During S. Mahoney, who successfully promoted the big Fourth of July race meet at Sheepshead Bay, N. Y., won the F. A. M. membership prize for the week ending July 14. Mahoney turned in seven new members.

To date the F. A. M. has awarded 41 membership prizes since the inauguration of the contest in May 1916. There are still 19 prizes to be awarded.

C. W. Micodemus, 118 E. Sixth St., Newton, Kans., Messrs. Emory and Hayes, Salinas, Cal., and A. E. Ingram, in care of *Evening Journal*, Ottowa, Canada, all have interested themselves in the formation of motorcycle clubs and have gotten in touch with Secretary-treasurer Gibson on the matter. They have been provided with club literature for the purpose of stirring up interest.

ORRIE STEELE HIGH MAN

Makes Best Showing in "Usco" Hill-Climb; Louis Weibel in Second Place

PATERSON, N. J., July 8.—Orrie Steele, 1917 Indian, was high man in the hill climb staked by George "Usco" Ellis at Highbridge today. Louis Weibel, 1917 Henderson, was a close second, and Ed. Young, Indian, was third. The hill is 118 feet long, and has a 45 per cent. grade covered with ruts and tree stumps. This was the most successful "Usco" program yet arranged, many autoists as well as motorcyclists being on hand.

Each contestant had two trials, his best time being considered in the finals. Stock gearing was used on all machines. Officials—M. J. Newman, starter; Simon Stone, clerk; "Usco" Ellis, timer. Summaries:

Orrie Steele, Indian, 3⅘ on both trials; Louis, Weibel, Henderson, 4⅖ on first trial, 4 sec. on second; Ed. Young, Indian, 4 sec. on second trial; Paul Pester, Indian, 4⅖ and 4⅕; Al Cocker, Indian, 5⅘ on first, failed on second; Charles Swager, Harley-Davidson, 5 sec. on first, failed on second; John Steele, Jr., 5 sec. on both trials.

BAKER USES VAN

Will Discard Autos and Horses if Good Motorcycle Results Continue

PROVIDENCE, R. I., July 16.—From a bicycle run by a boy, who was able to deliver 16 loaves of bread at a time to the retail trade, Frank Spinnett, a baker on Cranston street, this city, has added a motorcycle with a sidevan equipment capable of handling 160 loaves at a time, the first of its kind used here.

Mr. Spinnett's business was principally wholesale, but a short time ago he started a retail business at the shore resorts, placing this in charge of the boy. The business increased and the Harley-Davidson machine was purchased, Mr. Spinnett having a special body constructed. When he purchased the motorcycle he informed Mr. Burnett that if it did the work claimed for it, five machines would replace the automobiles and horses now used.

The Purity Baking Co. has purchased a Harley-Davidson to handle the trade at the shore restorts.

LECTURER AWHEEL

Dr. Taylor Starts Tenth Annual Overland Trip on Indian

OMAHA, Neb.—Dr. R. W. Taylor, well known throughout the middle west as a traveler and lecturer, leaves July 16 on an extended tour of the southwest. Dr. Taylor's itinerary includes Smith Center, Kans., San Acacia, Colo., Santa Fe and Albuquerque, New Mex., Oklahoma City, Okla., Hot Springs, Ark., and Memphis, Tenn.

This is the tenth annual overland trip which he has made since he began riding motorcycles, the trips being made the subject of a lecture course delivered every winter. Dr. Taylor enjoys the reputation of being the first motorcycle rider in the middle West, he having rode a motorcycle continuously since 1904. His mount is an Indian. Dr. Taylor will visit the Grand Canyon, the Natural Bridges, etc.

DIRECTORY OF ADVERTISERS

	Page
Angsten-Koch Co., 217 Englewood Ave., Chicago, Ill.	45
Baker, Murray & Imbrie, Inc., 15 Warren St., New York	48
Benton Co., L. F., Vergennes, Vt.	45
Bearings Co. of America, Lancaster, Pa.	45
Bosch Magneto Co., 204 W. 46th St., New York City	41
Duckworth Chain & Mfg. Co., Springfield, Mass	43
Eclipse Machine Co., Elmira, N. Y.	40
Emblem Mfg. Co., Angola, N. Y.	38
Ericsson Mfg. Co., 1116 Military Road, Buffalo, N. Y.	45
Excelsior Motor Mfg. & Sup. Co., 3703 Cortland St., Chicago, Ill.	1
Federal Miniature Lamp Div., 509 So. Jefferson St., Chicago, Ill.	45
Pentress-Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	47
Firestone Tire & Rubber Co., Akron, Ohio	Cover 4
Goodyear Tire & Rubber Co., Akron, Ohio	2 & 3
Hall, C. M., Lamp Co., Kenosha, Wis.	Cover 2
Harley-Davidson Motor Co., Milwaukee, Wis.	5
Hawthorne Mfg. Co., Bridgeport, Conn.	43
Hendee Mfg. Co., Springfield, Mass	7
Henderson Motorcycle Co., Detroit, Mich.	36
Merkel Motor Wheel Co., Inc., E. Rochester, N. Y.	Cover 3
Miami Cycle & Mfg. Co., Middletown, Ohio	45
New Departure Mfg. Co., Bristol, Conn.	39
Reading-Standard Co., Reading, Pa.	44
Remy Electric Co., Detroit, Mich.	4
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	43
Rose Mfg. Co., Philadelphia, Pa.	47
Sargent, Lester L., N. W. Cor. 10th & F Sts., Washington, D. C.	45
Standard Co., Torrington, Conn.	42
Standard Welding Co., Cleveland, Ohio	Cover 2
Stevens & Co., 375 Broadway, New York	47
United States Tire Co., 58th St. and Broadway, N. Y. City	8
Vacuum Oil Co., 29 Broadway, N. Y. City	Cover 1
Wald Mfg. Co., Sheboygan, Wis.	45
Westfield Mfg. Co., 11 Cycle St., Westfield, Mass.	6
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	44

THE DEALER'S REALM

This Department Is Set Aside for Comments and Suggestions As Well As Actual News of the Retail Field,—for Anything That Will Help or Interest Dealers

GUTERMAN ON TRIP

Nickerson & Schroeder Manager Visits Smith Plant; Territory Extended

BROOKLYN, N. Y., July 16.—Lou Guterman, general manager for Nickerson & Schroeder, Reading Standard, Smith Motor Wheel and Smith Flyer representatives at 1078 Bedford avenue, has just returned from a trip to Milwaukee, on which he visited the factory of the A. O. Smith Corp. Mr. Guterman was much impressed with the size of the plant and the broad scope of the company's sales organization. He was also permitted to inspect some new improvements, which will soon make their appearance on the Smith motor.

The A. O. Smith Corp. is well pleased with the results obtained by Nickerson & Schroeder so far during the present season, and Sales Manager Benson has agreed to increase the company's territory for next year so it will include practically all of New York State east of Utica, part of Connecticut, and a great part of New Jersey, in addition to the territory in which the company now operates.

FOX'S RECORD

Grand Junction Dealer Makes Fast Run to Denver

GRAND JUNCTION, Col., July 14.—Peter Fox, who handles the Indian motorcycle here, has established a new motor vehicle record between this point and Denver, a distance of 450 miles.

Fox, who rode a 1917 Powerplus Indian as a matter of course, completed the distance in 14 hours actual running time. Fox left Grand Junction at 4 o'clock yesterday morning and was in Denver at 8 o'clock, including two stops, one for lack of gasoline and one occasioned by a heavy downpour of rain. Fox made the trip over the rainbow route, crossing the continental divide by way of Monarch pass. He averaged a bit more than 32 miles an hour for the entire distance. The idea of his feat can be gathered from the fact that the fastest train between Grand Junction and Denver runs on a 17-hour schedule.

DENTON VISITS R. S. PLANT

OSSINING, N. Y., July 16.—C. E. Denton, handling Reading Standard machines here, has returned home from a week's motorcycle trip through New York and Pennsylvania, which he made in company with C. Dieckman. The riders traveled via Tarrytown, Irvington, Yonkers, Paterson, Morristown, Allentown, and on to Reading. The roads ranged from very good to very bad, and although they traveled all one day through a downpour of rain their machines behaved splendidly and they enjoyed the whole program. While in Reading, Messrs. Denton and Dieckman were entertained at the Reading Standard factory by Sales Manager G. E. Atkins.

SALES FIGURES FROM DENVER

DENVER, Colo., July 12.—The Denver *Motor Directory*, issued by the National Investigating Service Co., last week issued a supplement showing the number of motorcycle vehicles sold in Denver of late. The record shows that 254 motorcycles have been purchased in Denver since April 4, the figures being taken from the Motor Vehicle Department of the office of the Secretary of State.

BOOSTERGRAMS

Wise dealers make their sales arguments reasonably brief and then suggest a demonstration. The cleverest salesman on the map can't talk as convincingly as the machine itself.

* * *

If a prospect contends that he can't find time to take a demonstration, why not meet him at his place of business or at the station, if he is a commuter, and give him a short trip before taking him home? Be a "go-getter," not a "hang-backer."

* * *

Have you a file of commercial motorcycle data? If not, today is a good time to start one. Collect all the facts and figures possible from merchants who are using your make of machine for delivery service. You will then have sales ammunition with which to approach new commercial prospects.

* * *

Hard-headed business men demand facts, not theories or fine language—and there is no scarcity of commercial motorcycle facts for the dealer who knows how to dig them out and make them work for him. Call on the factory you represent also; every factory can supply interesting delivery data.

* * *

Perhaps you have a line of accessories that does not appear to sell as it should. If so, you can often start the stock moving by a systematic and persistent mail campaign. Point out the advantages of the article in question, enclose factory literature describing it if possible and invite riders to drop in and learn the full details.

* * *

Sometimes a motorcyclist does not realize that he needs a certain article of equipment until a wide-awake dealer calls the matter to his attention. Then, in addition to making the purchase, the rider frequently has a better feeling for the dealer because of the friendly, personal attention given him. At any rate, the mail campaign to speed up a slow-selling article is inexpensive and always worth trying.

* * *

The dealer who is interested in a club will find the bulletin board a valuable feature for his salesroom. If all coming activities of the club are listed on the board, riders will quickly acquire the habit of dropping in to get a line on what's in the wind. Just get enough riders dropping in and tactful salesmanship ought to do the rest. There is a big difference, however, between mere loungers and possible patrons. Discourage lounging, diplomatically but firmly.

* * *

Don't let a civic parade, carnival or other program get by in your town without having a motorcycle outfit figure in it somewhere. Get in touch with the committee in charge; you'll find there is always a welcome for the motorcycle.

WITH A HUSTLING, BUSTLING THOR DEALER

CYCLE SHOP
MOTORCYCLE

Above is Shown O. W. Hanson, Proprietor of the Brighton Park Cycle Shop, Chicago, and Below a Group of His Riders About to Start on a Run

BICYCLE SECTION

Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

HARLEY-DAVIDSON BICYCLE BIRTHDAY PARTY

Milwaukee Manufacturer Has Made Enough Pedal Cycle Progress in Twelvemonth to Warrant New Bicycle Factory; Sales Manager Arthur Davidson Outlines the Progress Made

THEY are having a birthday party in Milwaukee.

The bicycle department of the Harley-Davidson Motor Company is celebrating its first year of existence. As the result of its rapid growth it will move into a new home, a handsome birthday present which will be another building added to the group of Harley-Davidson factories in Milwaukee. This announcement carries with it more than a mere indication that the bicycle business generally is in a healthy state and that bicycles are sold on a large scale; it shows the power of the trade mark.

"When we decided at the beginning of the 1917 season to add a bicycle line to our present motorcycle, sidecar and sidevan products, it was with the determination that we would endeavor to make the bicycle a new commodity so far as the handling of the line was concerned," said Arthur Davidson, sales manager.

"Our observation of the bicycle field previous to entering it ourselves revealed many practices existing that did not fit in with the policy governing the distribution of our regular products.

"We could not see why our plan of motorcycle distribution should not be applied to bicycles, and mapped out our selling campaign on that theory. We introduced entirely new methods, methods that we knew were right, that were weighed carefully before shaping our bicycle policy.

"When we announced our policy and other manufacturers noted the radical change from the established order of things in the bicycle trade, they told us we would never be able to carry them out. But we believed we were right. We knew that our policy protected the dealer and that it was to his interest that we should place all transactions in the sale of bicycles between himself and us on a firm basis.

"We started out with the firm belief that the biggest asset the Harley-Davidson bicycle line would have would be the value of the trade mark, and to that end put out a line that we felt would measure up to the quality environment we have been constantly throwing around our regular motorcycle production. We decided on a high class line of bicycles as the natural course.

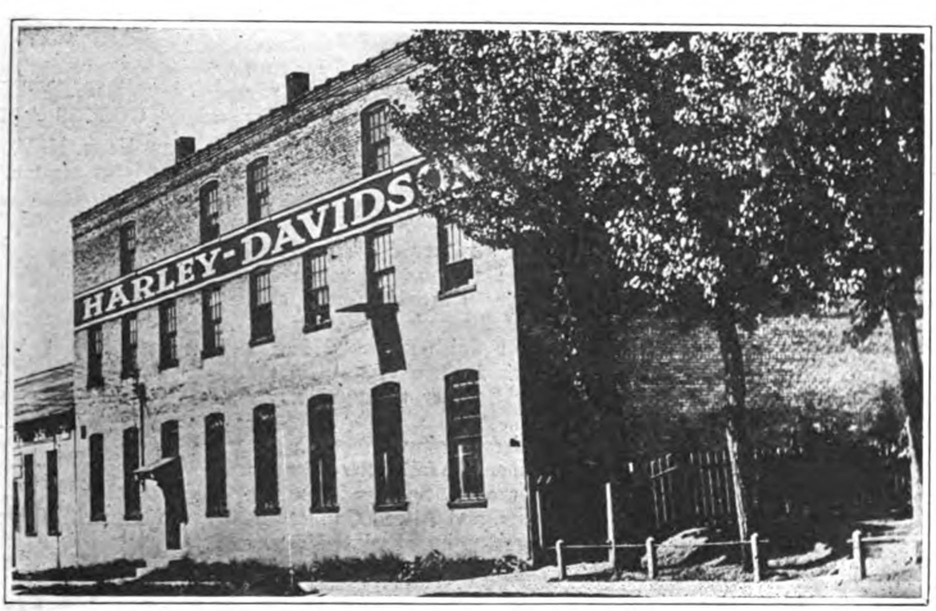
Standard Equipment

"Perhaps our most radical departure, and one which we feared would be hardest to introduce in the sale of bicycles, was our standard equipment idea. Dealers agree with us that the standardization policy works out to excellent advantage in the bicycle business in every way. Standardization in all lines of products is coming more and more to be recognized as an actual necessity. One of the big factors in bringing about rapid standardization is the present need for bicycles and motorcycles in military work. The same is true of all other motive power.

"One of the first things we cautioned our salesmen on in the bicycle business was overloading. Everybody knows the fallacy of that plan. And it was one of the very first things we eliminated. We don't want a dealer to stock way up beyond his needs. Repeat orders is what we are after. We believe that to be the surest way for a dealer to build up a reputable bicycle business, because it will demonstrate that his stock in trade is right.

"Indiscriminate shipping on consignment, which is only another form of overloading, was another prevailing practice in the bicycle business that we did away with on our line, for the reason that we did not think it was fair to the dealers, especially those who didn't get it. Consignment shipments have resulted in the undoing of too many merchants to make us feel warranted in assuming that it would help our business. Consignment business is unsatisfactory.

"In the matter of handling payments we adopted the trade acceptance plan, a modern form of financing that has been very largely used abroad, but which had not been used extensively in this country."



New Home for Harley-Davidson Bicycles

KRAMER HAS HAD A WONDERFUL CAREER

The Ex-Champion of America Started to Race Before Present Champion Was Born—Has Beaten the World's Best Cyclists in America and Europe—Holds Many Records

WHEN Arthur Spencer, the 20-year-old Toronto boy, won the American championship in the series of six races, he dethroned Frank Louis Kramer, who had held the title without a break from 1901 until this season. Even though Kramer failed to come through a winner this year he has demonstrated since the title races terminated that he is far from being through as a rider. He broke a record in a short handicap from scratch and won a "Test" race at the Velodrome in Newark in which he was pitted against seven of the best racing men at the Jersey track.

Frank Born a Hoosier

The famous cyclist was born in Evansville, Ind., November 21, 1880, and he moved to East Orange when a youngster, and he has made that his home city ever since. Frank was a puny youth when he first took to cycling, but through careful living has broadened out to husky proportions. Kramer won his novice race in 1896, and from that time on he has been a most consistent winner in all kinds of competition.

During 1898 he won the amateur championship from a host of speedy boys. That year the championship races were conducted under the League of American Wheelman. The following year Kramer won the mile championship race at Newby Oval at Indianapolis, Ind., under the National Cycling Association, and was credited with the title for the year. George Collett, of New Haven, had won most of the races at Indianapolis, but as Kramer beat the field in the mile he was crowned champion.

Made Pro. Debut in 1900

It was in 1900 that Kramer made his professional debut at the Vailsburg Board Track, across the street from the present Newark Velodrome. Kramer qualified for the final of the open race on that day and with assistance of Jay Eaton he won the final.

In the contest for the championship of America that year Kramer finished second to Major Taylor, the famed colored cyclist. He later on defeated Taylor in match races as well as the late Tom Cooper, of Detroit, and others.

His first professional championship was chalked up to his credit in 1901, the year of the Pan-American Exposition in Buffalo. Year after year Frank has won the title against the pick of the world's best pedal artists. In 1912 he won the championship of the world, the race being held at the Newark Velodrome.

During the 1905 and 1906 seasons Kramer journeyed to Europe and he won many classic races. He won the Grand Prize of Paris, one of the richest prizes in cycling, in 1905 and repeated the following year, Gabriel Poulain, France, finished second to Kramer in the 1905 Grand Prize of Paris, and Henry Mayer, Germany, third. Poulain also finished second in 1906, and the late Emil Friol ran third. In later years Kramer went to Europe and defeated all of the best in match races, they including Friol, the late Leon Hourlier and many others.

It was no bed of roses that Kramer had to lie on this season. His troubles started earlier in the year. The bicycle riders tried to oust John M. Chapman as manager of the Newark Velodrome and make Kramer either the manager or advisory manager in his stead.

Frank Louis Kramer, Former American Sprint Cycle Champion

The track was offered to Kramer at a rental of about $6,000 per year. Kramer would have liked to have taken the track, but he wanted to know where he stood on his contract, which is said to be about $8,000. The bicycle riders refused to pay Kramer the money, the cyclists had to capitulate and Chapman was retained as manager by the owners of the Newark track.

Rode in Desultory Manner

Kramer rode in a rather desultory manner earlier in the season, and when the championship series started he was shut out of the final of the quarter-mile by Arthur Spencer. He finished second in the third-mile and was again eliminated in the half-mile, Arthur Spencer taking all three of them.

This had a discouraging effect on the East Orange man and he failed to respond in the other title races. Spencer won the title with 21 points, and Alfred Goullet finished second three points back. Kramer had to be contented with third place with nine points.

The former champion is the holder of a number of records. He has the quarter-mile competition mark of 27⅖ seconds to his credit. In handicap races Kramer has made the following marks: Third-mile, 36⅗ seconds; half-mile 51 seconds; two-third mile, 1:10⅘; three-quarter mile, 1:21.

Whether Kramer will be again seen in competition next season is something that is hard to say. Kramer is reticent on that subject, but the chances are that he will race again, providing he can see the road clear to making a nice fat sum as he has in the past.

MORTENSON LEADS

Plainfield Cyclist Looks Easy Winner of Season's Championship of City

PLAINFIELD, N. J., July 17.—Holger Mortenson, a likely looking local amateur cyclist, looks to have the championship of Greater Plainfield in his grasp. Mortenson has won two of the events run for the title, the first a two-mile on Sunday, June 17, and the five-mile on July 4. In the Independence Day race Mortenson won from Willie Simon, Marion Roscoe and Charles Woodruff in that order. The time was 15:47⅘.

The standing in the Greater Plainfield title series at the present time is as follows: Holger Mortenson, 10 points; Willis Simon, 6 points; M. Test and Marion Roscoe, 2 points each; William Manning and Charles Woodruff, 1 point each.

TAUNTON RACE A SUCCESS

TAUNTON, Mass., July 18.—A large crowd turned out for the ten-mile road race run by Albert E. Barber on July 4. Twenty-five cyclists entered the race, and the interest in the revival of the sport was evident. Louis Gilson, a localite, won the race from the 2½-minute mark in 30:40. Charles Coe and his brother, William, finished second and third, respectively. J. J. Flynn, of Whitinsville, captured the time prize from scratch.

COSTES AND WOISIN WIN

NEW YORK, N. Y., July 17.—Fred Woisin, riding from scratch, won the weekly point race of the Acme Wheelmen, Sunday, July 8. C. Froh, 45 seconds; E. Carroll, scratch, and J. Amable, 45 seconds, finished as named back of Woisin. J. Schaefer won the one-mile sprint for Class A riders from J. Palmier, Fred Woisin and E. Carroll. E. Costes won the Class B mile sprint. Costes also won the Class B Brassard race from F. Hawk.

MOTORCYCLE PARCEL DELIVERY

PROVIDENCE, R. I., July 16.—The Providence Parcel Delivery Co. has been organized in this city. The firm has started with one Harley-Davidson machine, and has assured W. N. Burnett that more will be added as the business grows.

GOULLET LEADS FIELD

Fast Sprinter Has Double the Points as Second Man in All-Around Race

NEWARK, N. J., July 16.—Alfred Goullet, the former Australian, who is a citizen and resident of this city, has the field at the Velodrome outclassed in the competition for the "All-around Championship." Goullet has ten firsts, four seconds, four thirds and two fourth places to his credit, with 72 points as his score. Reggie McNamara, who won the all-around race last year, has just half the points as has Goullet. Arthur Spencer, the new champion is holding down third place with 27 points.

Amateur Champion John L. Staehle is leading in a similar contest among the amateurs. Statehle, who has the year's title almost within his grasp, has 48 points, one point ahead of Harry Hoffman, the Californian. Fred Taylor, the localite, is in third place, with 42 tallies. The scores of the leaders in each division is given below:

PROFESSIONALS

	1st	2d	3d	4th	Pts.
Goullet	10	4	4	2	72
McNamara	3	5	2	2	36
A. Spencer	5	0	0	2	27
Kramer	1	3	3	0	20
Bello	3	1	1	0	20
Spears	1	4	1	0	19
Grenda	1	2	2	2	17
W. Spencer	1	2	2	2	17
Hanley	1	1	3	2	16
Hill	1	2	1	1	14
Madden	1	2	1	0	13
Smith	0	1	3	1	10
Magin	0	1	2	3	10

AMATEURS

	1st	2d	3d	4th	Pts.
Staehle	7	2	3	1	48
Hoffman	5	4	3	4	47
Taylor	2	7	4	2	42
Lang	2	3	3	3	28
Osterritter	4	0	3	0	26
Dotterweich	1	4	3	3	26
Byron	2	1	2	2	19
Horan	2	0	1	2	14
Ciacuch	1	2	1	0	13
Chapman	0	2	2	2	12

Points score—Five for first, three for second, two for third and one for fourth in open and handicap races only.

KRUSHEL CLIPS RECORD

Buffalonian Won Time Prize in Home Time in Record Time on July 4

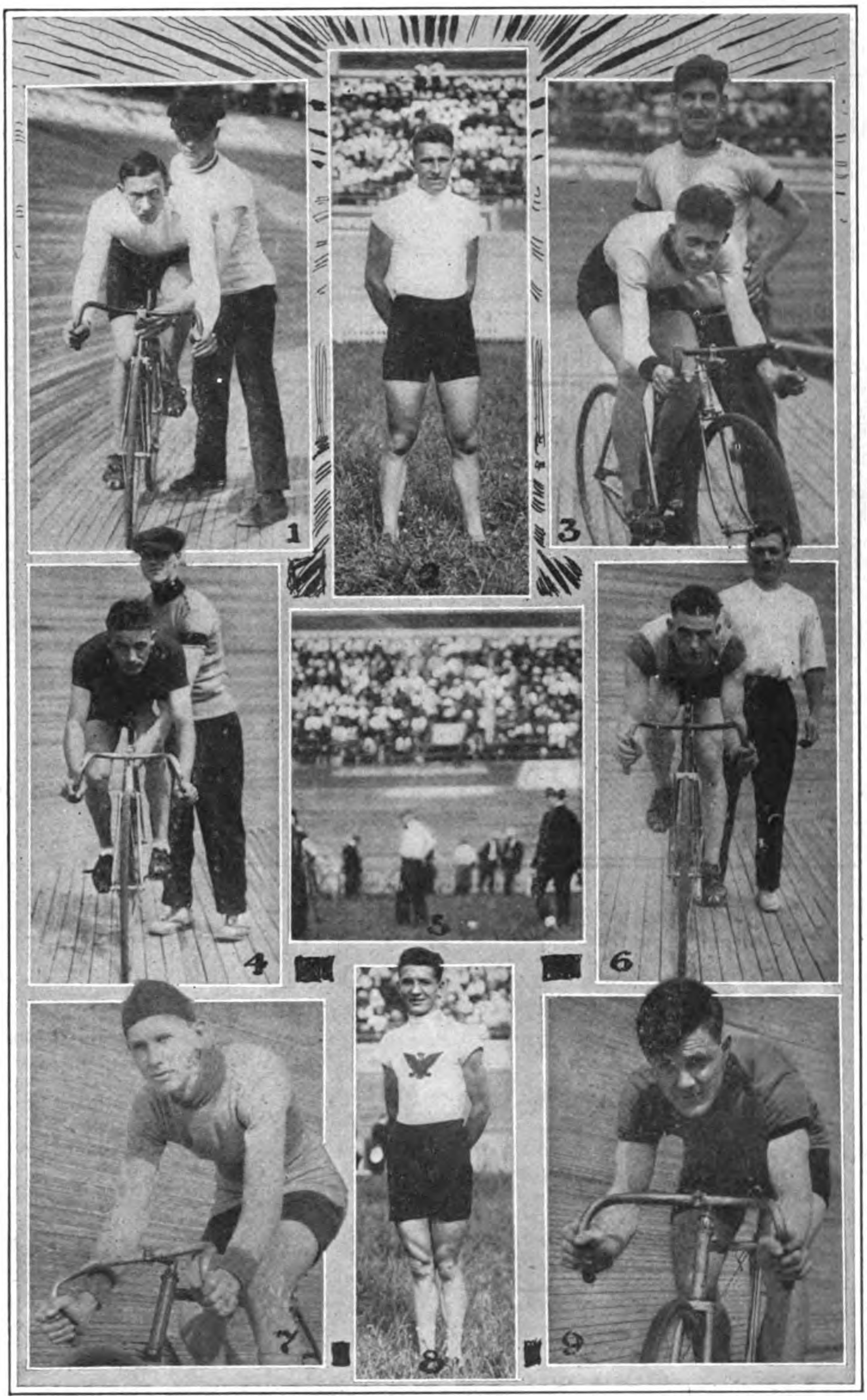
NEWARK, N. J., July 16.—Allie Krushel, the Buffalo amateur, has returned from his home city, where on July 4 he competed in a 25-mile road race and won time prize from scratch. In taking the time prize Krushel covered the course in 1 hour, 1 minute and 39 seconds, which betters the old record of Tom Bello of 1 hour 3 minutes and 7 seconds.

Application will be made by Krushel to the Chairman, R. F. Kelsey, of the National Cycling Association, to have the record accepted. Krushel is about one of the best road riders in this part of the country, and he plans to compete in the Inter-Club races this fall.

CYCLISTS FAIL TO REGISTER

MOOSE JAW, Sask.—The Police Department of Moose Jaw has instituted a campaign against the bicyclists of the city because of neglect on the part of the riders to register their machines for the year. The registration became operative on January 1, last, but very few riders have complied with the law, which requires, also, a payment of 50 cents for registration. The legislation was intended as a protection for the cyclists against theft of machines.

EIGHT OF AMERICA'S SPEEDY AMATEURS



1—Harry Hoffman, San Francisco; 2—Amateur Champion John L. Staehle; 3—Earl Thompson, Los Angeles; 4—Fred Taylor, Newark; 6—Charles Osteritter, Newark; 7—John Fardig, Orient Heights, Mass.; 8—Chris Dotterweich, Newark; 9—Fred McKenzie, Revere, Mass.

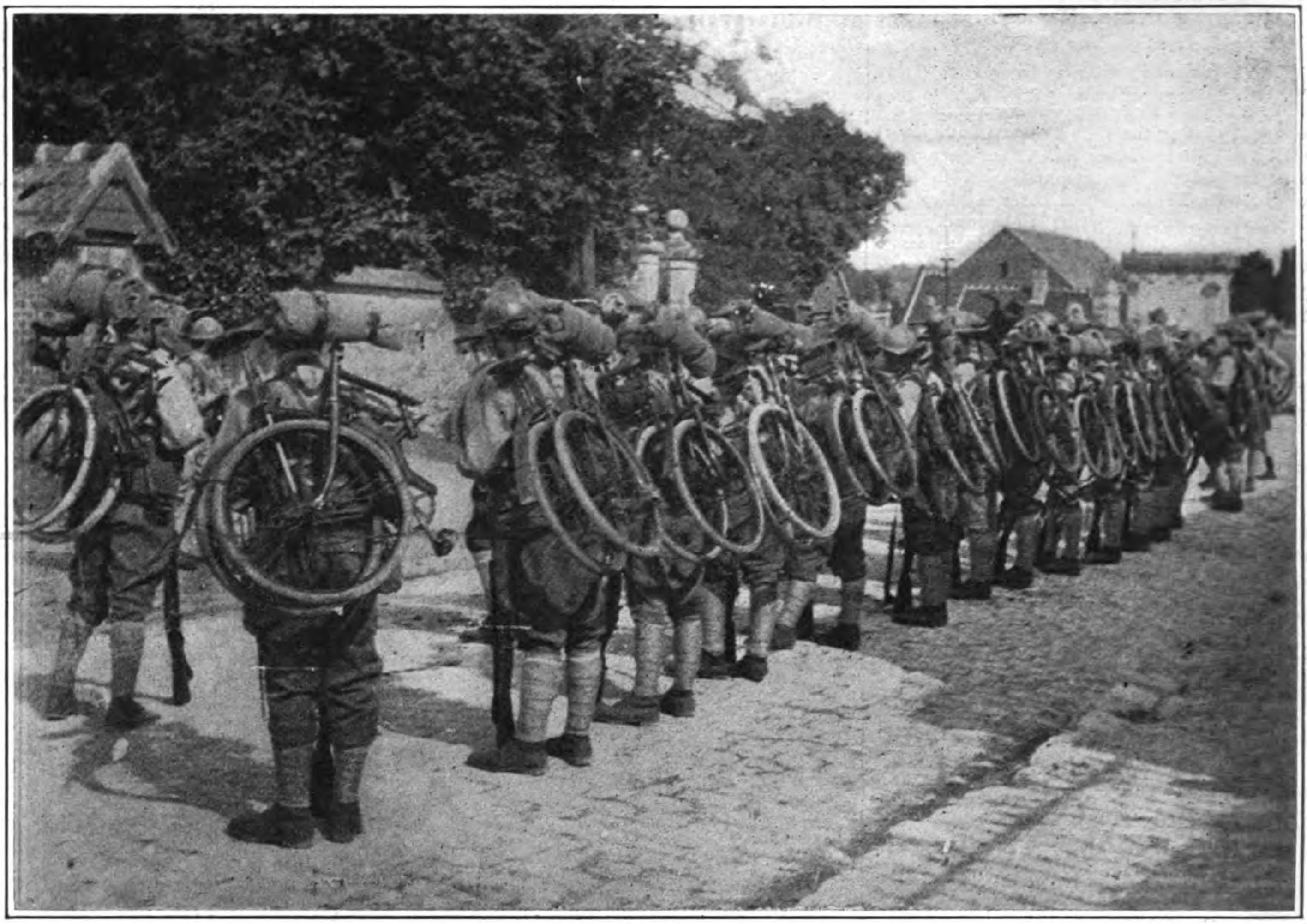
A TREAT FOR BROCKVILLE FANS

BROCKVILLE, Ont.—Wedged between shouting contests, pie-eating competitions, a baby show and other holiday features of a small town, the cyclists of Brockville, Ont., had a one-mile race all their own at a celebration here on July 9. The race went to a dark-horse, H. Leeder, of Maitland, who led a dozen others to the finishing line on the main street in the very heart of the town. H. Fairbairn and L. C. Dunn finished second and third.

NEW AMATEUR AT NEWARK

NEWARK, N. J., July 17.—Otis C. Foster, a speedy amateur cyclist from Birmingham, Ala., has arrived in this city for the purpose of competing in the amateur races at the Velodrome. Foster has competed in races around his home with success, and he figures his chances are good here.

A FRENCH CYCLING CORPS READY TO TAKE TO THE FIELD



Corps of French Spahis Cyclists Near the Oise Front in Western France. Notice the Collapsible Bicycles Strapped to Their Backs Along With Their Other Equipment. The Men are Also Wearing the New Steel War Helmets as a Precaution Against Shrapnel and Grenade Fragments

GEORGE WILEY PUTS UP GAME RIDE

Syracuse Cyclist, Scratch Man in Handicap Motor-Paced Race, Shows Great Form in Face of Numerous Accidents

REVERE, Mass., July 16.—A most wonderful exhibition of game riding was given by George Wiley, the Syracuse paced rider, at the Revere Beach track on Saturday night. Five thousand people turned out for the meet and Wiley was given a great hand for his ride.

With the Scratch Man

Wiley, Frank Corry, Australia, Fred Herbert, Fall River, and Elmer Collins, Lynn, started in a 30-mile handicap motor-paced race. Wiley was on scratch, Corry had ⅜-mile, Collins a half-mile and Herbert a mile start on the Syracuse rider. At the tenth mile Wiley had got on even terms with Corry and was well on his way to gain another when he punctured, Corry gaining the three laps back, while George was changing bicycles.

At the 17th mile Wiley gained a lap back on Corry when the latter lost his pace, but the Syracuse man again punctured in the 26th mile. After changing bicycles Wiley again resumed the race. He beat Collins for third money, but could not catch Herbert and Corry, the race going to Herbert in 42:36⅖.

Lloyd Thomas, the San Francisco sprinter, won a five-mile tandem-paced race from Pat Logan, who hails from South Boston. Lester Bowker, from Inwood, L. I., won the half-mile handicap for the professionals, beating Tim Sullivan at the tape. A half-mile handicap for the amateurs went to Humbert Naterntonier, of Rhode Island, and the amateur miss-and-out went to William Eager, of Newark, N. J. Summaries:

Half-mile handicap, amateur—Won by Humbert Natarntonier, Providence, 115 yards; second, Walter McKenzie, Revere, 95 yards; third, Louis Hiban, New York City, 45 yards; fourth, Marcel Berger, San Francisco, 30 yards. Time, 57⅗ seconds.

Miss-and-out, amateur—Won by William Eager, Newark; second, John Fardig, Orient Heights; third, Marcel Berger, San Francisco; fourth, Elmer Duncan, Everett. Time, 3:28⅘. Distance, 1⅜ miles.

Half-mile handicap, professional—Won by Lester Bowker, Inwood, L. I., 45 yards; second, Tim Sullivan, New Haven, 45 yards; third, Tom Connolly, Everett, 60 yards; fourth, George Bowker, Inwood, L. I., 65 yards. Time, 56⅕ seconds.

Five-mile tandem-paced race—Won by Lloyd Thomas, San Francisco; second, Pat Logan, South Boston. Time, 10:01⅗.

FRESNO TO CELEBRATE

California Body to Hold Big Bicycle Day Celebration on October 27-28

FRESNO, Cal., July 14.—The Fresno Bicycle Association will hold a two-day bicycle celebration on October 27 and 28. The parade will take place on Saturday afternoon and the races the following afternoon. These bicycle days are being held all over the country this year, while last year there were but two bicycle day celebrations held on the Coast, at San Francisco and Los Angeles, the feature considered too much of an undertaking for the smaller cities to attempt.

Gates Will Help Them

The Fresno Association first chose May 26 for the big event, but it was found it was the date set by the Riverside Association. Charles Gates, who has been so successfully managing these celebrations for the manufacturers, dealers and jobbers, could not give up the Riverside management, and it was decided to postpone the Fresno celebration until October 27, when Mr. Gates will be able to be on hand.

SPENCER AND KRAMER MATCH AT TORONTO

New Champion and the Old Will Meet in Match Race at Exhibition Park for Benefit of Military Hospital

NEWARK, N. J., July 17.—The newly crowned sprint cycling champion, Arthur Spencer, who hails from Toronto, will be on show at his home town on Saturday, August 11. Great plans are being made by his fellow townsmen to give him a rousing reception when he appears for a one-mile match race at Exhibition Park against Frank Kramer, the American champion for 16 years, who was beaten for the title this year.

The race will be run in connection with a meet to be run by the Canadian Wheelmen's Association, the governing body in Canada, for the benefit of the military hospitals in Toronto. William M. Gladish, secretary of the Canadian body, wrote to Arthur Spencer to congratulate him on his winning the title, and to ask him to compete at the meet. Gladish's letter follows:

Helped Racing in Canada

"Permit me to join with others in tendering my congratulations for your fine achievement this season. It means a lot to you, and you deserve every credit and honor for your well-earned success. Your showing also means quite a bit to the welware of the bicycle sport in Canada. A considerable number of bicycle races have been held throughout Ontario this year, and reports of your victories at Newark in the Canadian papers have helped to stir up interest in cycle racing.

"The good old Canadian Wheelmen's Association is quite busy this year with the various events, and it is the intention to stage a big bicycle race meet at the Exhibition track on Saturday, August 11. The proceeds of this meet are to be turned over to the local military hospital, and it would be very nice if you could arrange to make an appearance at this race meet. Your presence at the track would mean a great deal to the cause for which we are working, and I believe every cycle fan in Toronto will appreciate your assistance."

Both Kramer and Spencer were glad to accept the offer and word to that effect was sent on. The reappearance of the new champion in his home town should stimulate cycling throughout that section.

PROBST DOES CENTURY

Veteran Terre Haute, Ind., Cyclist, Rides 101.9 Miles on 71st Birthday

TERRE HAUTE, Ind., July 16.—J. Fred Probst, the local bicycle dealer and veteran cyclist, recently celebrated his 71st birthday. Probst celebrated the day by riding 100 miles over a 7½-mile circuit. The start was made shortly after midnight and Probst continued until about 10 a. m. with a total of 101.9 miles.

To show that he was far from being all in, Probst put on high speed and rode the 99th mile in 3:18. His many friends that had congregated to see the finish of the ride gave him a great reception when he finished in front of his store, 1406 Wabash avenue.

MURPHY WON FEATURE

Baltimore Cyclist Takes Mile in Great Sprint with Wohrna

BALTIMORE, Md., July 18.—Spirited cycle racing was the order of the day at the meet arranged by the Carroll Cycle Club on July 4 at Patterson Park. The feature of the day was the one-mile open, which was won by Leonard Murphy, after a stirring brush with Charles Wohrna. Summaries:

One-mile for boys—Won by Harry Cohen; second, F. Courcelle; third, Albert Cesky. Time, 3:05.

One-mile Boy Scouts full uniform race—Won by A. Block; second, G. Hicks; third, H. Gutsmith. Time, 3:19.

One-mile open—Won by Leonard Murphy; second, Charles Wohrna; third, A. Leimbach. Time, 2:52.

Australian team pursuit race—Eclipse Bicycle Club, A. Wenstein, Harry Laspar and H. Nechanykin; Carroll Cycle Club, John B. Hurtt, Charles Wohrna and William Owens; Crescent Bicycle Club, A. Leimbach, Leonard Murphy and Fred Sanborn; Fayette Wheelmen, A. Gold, H. Lapse and B. Berman. Won by Crescent Bicycle Club. Time, 27:30. Distance, 9½ miles.

Two-mile pursuit race on multicycles (triplets)—Won by Crescent Bicycle Club; second, Eclipse Bicycle Club. Time, 5:51.

KLEVER WINS HANDICAP

Grand Junction, Col., Fans See Racing Inaugurated on Independence Day

GRAND JUNCTION, Col., July 14.—The bicycle racing season was opened here with a five-mile race on July 4. The event was a handicap affair and was held at the half-mile track in that city. Klever, the scratch man, won the race in 15:40; Simpson, 220 yards, finished second in 16 minutes, and third place was accounted for by Johnson, who had an allowance of 160 yards. Johnson was timed in 17:10. All of the three were local cyclists.

Another localite, Bradbury, who started from the 70-yard mark, dropped out of the race for some unknown reason. The race was well attended and did much toward reviving interest in the western part of Colorado. Other races are being planned for the summer.

WORCESTER RACES DUE

Worcester Cycle Club Will Stage Five Events on Saturday for Cyclists

WORCESTER, Mass., July 17.—The Worcester Cycle Club will stage an interesting series of cycle racing events on Saturday, July 21, at the Fair Grounds. Five events will be run, which will include a half-mile race for boys, a one-mile "shop championship," closed to employes of the various factories in this city, a one-mile handicap, a team match race at a city championship at ⅜-mile.

Among the first to enter for the meet was George Milton, who won the championship of the county on June 23. Other speedy riders from various parts of the State will be seen in the events.

HUSKY RIDERS LINED UP FOR LONG KANSAS ROAD RACE

O.J.BRAITSCH
SHOE SHO

C. B. Hamilton, the Live Wichita, Kans., Dealer, Staged a 25-Mile Road Race on July 4 That Proved to Be a Big Success. Mr. Hamilton is Shown With Megaphone on Left

VETERANS SHINE AT MEET NEAR TORONTO

Bicycle Races Furnish Thrills at Field Day of War Veterans' Association and Contest Between Smith Flyers Proves a Novel Feature

TORONTO.—An unusual sporting event was the field day staged by the Great War Veterans' Association of Toronto at Hanlan's Point on Saturday, July 7. Not only were there several exceptional bicycle races on the quarter-mile track, but the occasion was marked by the first appearance of Smith Flyers in a race in Canada. The events were held in a pouring rain, but the races were close and exciting nevertheless.

Fred McCarthy, the Western veteran, added to his string of successes for this season by taking first prize in the three open bicycle events, namely, the quarter-mile sprint, one-mile and two-mile handicap. In the latter, of course, McCarthy was the back-marker, but he pulled through the large field on the narrow track in great style.

Norman Webster, the sensation of the 1916 season, and Doc Morton, the old-timer, chased McCarthy hard in the quarter-mile sprint, while Ray Goldsmith and Louis Scarletto followed him in the one-mile contest. Scarletto had just returned from Toledo, where he won the time prize in the 25-mile feature there on July 4. In the two-mile handicap, M. M. Carroll and Veteran Herb Macdonald took second and third prizes behind McCarthy, who is the star rider of the "H. M." Bicycle Club.

Fred Ruelins, a returned warrior, was an easy winner in the one-mile bicycle race for Great War Veterans.

The Smith Flyer race brought out two starters, and the crowd appeared delighted with the strange sight of the tiny "five-wheelers" in action. It was a one-mile affair and the winner turned up in L. Adley with Caven second. Both are returned soldiers.

SAELENS A WINNER

Limit Man Takes Long Road Race Run by Rochester Cycle Club

ROCHESTER, N. Y., July 16.—Jerome Saelens, a member of the Empire Cycle Club, won the 25-mile road race staged by that club here on Saturday. The race was run over the Summerville Boulevard and Saelens was timed from the 12-minute mark in 1 hour 8 minutes and 51 seconds. E. Voght finished second and H. De Tommassio third. Vought had a handicap of four minutes and De Tommasio a five-minute start.

Isadore Gronkowski, of Buffalo, starting from scratch, won the time prize in 59:32. Herbert Wahl, a localite, finished right back of Gronkowski for second time prize from scratch. Wahl's time was 59:42. Herbert Brooks, of Buffalo, who had won first place in a like race run in Queen City, crashed into an automobile and badly lacerated his hand.

Winner Was Protested

The winner of the race was protested on the grounds that he accepted pace from an automobile, but the protest was not allowed. Fred Roy, the city champion, started from scratch, but mishaps put him out of the big prize winners: The first sixteen riders to finish is as follows:

Pos.	Rider.	Hdcp.	Time.
1	J. Saelens	12:00	1:08:51
2	E. Voght	4:00	1:00:52⅕
3	H. De Tommassio	5:00	1:03:16⅕
4	E. Brakevelt	3:00	1:01:15⅘
5	Joe Klehr	5:00	1:03:16⅕
6	C. De Connick	4:00	1:00:17
7	R. Siller	5:00	1:03:18⅘
8	C. Vesluys	9:00	1:06:19⅗
9	R. Grimm	7:00	1:04:20⅕
10	C. D. Smith	8:00	1:05:21⅕
11	I. La Panna	6:00	1:03:53
12	F. Harmon	9:00	1:07:13⅕
13	R. Cusse	9:00	1:07:30⅘
14	B. Bradley	12:00	1:11:31
15	Isadore Gronkowski	Scr.	59:32
16	Herbert Wahl	Scr.	59:42

PRIZE LIST OF $400

Whitinsville Promoter Secures Classy List of Awards for Road Race

WHITINSVILLE, Mass., July 17.—Fred Hall will stage a 16-mile road race here on Saturday, July 21. Over $400 in prizes will be offered the cyclists, and Major Taylor, the famed negro racing cyclist, will act as the referee.

First prize will be a Red Wing B. S. A. race, and second prize will be a Red Wing road racer. The winner of the first time prize will be presented with a New England B. S. A. racer. Other finishers will have their choice of Pye-Musselman racing tires, gold watches and other prizes.

TRADE OPPORTUNITY

Morris, Russell & Co., Ltd., of 17 State street, New York, a well-known firm of manufacturers' export agents, are anxious to get into touch with makers who supply sidecar fittings, lamp brackets, mudguards, hubs, bicycle and motorcycle acetylene lamps, horns and other cycle accessories.

OTA CO. TO LARGER QUARTERS

TORRENZ, Cal., July 16.—The Ota Co., bicycle dealers, has moved its shop to San Gabriel, Cal., where it will carry on business on a larger scale. J. W. Berryman, of the Gardena Bicycle Shop, has moved into the store vacated by the Ota Co.

FOREIGN RACING

At the Parc des Princes track, Paris, Monday, May 28, Marcel Dupuy, the French sprinter, won the Grand Prize of Boulogne, a 1,333-meter sprint race, from Julian Pouchois, a countryman, and Thorwald Ellegaard, the Dane. Dupuy beat Pouchois by a half length and Ellegaard finished a half length back of Pouchois. Dupuy and Pouchois won the tandem race at the same distance from Ellegaard and Henry Martin and Deschamps and Simeonie in that order.

Marcel Godivier, the French road rider, accounted for the Du Mont-St. Michel-Paris road race on the same day as the Parc des Princes track meet. The course of 339 kilometers (210.6 miles) was in rather bad shape on account of inclement weather, but despite the adverse conditions Godivier covered the course in 12 hours, 25 minutes and 56⅘ seconds. Jules Masselis and Charles Juseret finished second and third, respectively.

CYCLE FIRM'S BIG ORDER

PROVIDENCE, R. I., July 16.—The city of Providence has awarded Dawson & Co., dealers in bicycles and sporting goods, the contract to furnish the police department with two machine guns and 102 riot guns.

CHANGING FROM LEG TO MOTOR POWER

Photograph Shows a Bicycle in the Process of Being Motorized by Attaching the Popular Cyclemotor, the Little Rochester-Made Motor Plant

SAN JOSE CELEBRATES INDEPENDENCE DAY

Five-Man Team Match Race Features Holiday Meet—Stockton and 'Frisco Teams Tie—Fred Hoffman Wins Often

SAN JOSE, Cal., July 14.—Motors may come and motors may go, but the bicycle goes on forever. It has been thought by many that it was a thing of the past, but anyone who attended the races in this city on July 4 would know there had been a revival of the good old bicycle. At 9:15 a. m. sharp, City Manager Thomas opened the grand bicycle races, which were run on the smooth paving around Washington square. There were wheelmen from the Samson Club of Stockton, the New Century Wheelmen of San Francisco, and the Garden City Wheelmen, of San Jose, to compete in the program of events. The first race was the five-man team race which ended in a dead heat between the Century team of San Francisco and the Samson team from Stockton.

Riders Go to Shellmound

Immediately following the above races, the riders mounted their bicycles and went to Shellmound Park, Berkeley, where two races were held at that place. Hoffman, of the San Francisco "O" Club, broke the tape first, R. Welsh was second, with Jim Foster, third.

City Manager T. H. Reed acted as official starter; E. Gillette, clerk, and L. G. O'Neal and R. F. Walter were his assistants. The announced was E. Belloli; the judges, W. G. Walker, W. Penaluna, B. Maxwell, Ned Williston, G. Semondi, C. Harden and C. Flint. The timers were W. T. Montgomery and J. D. Bird, Marshalls, F. Snedaker, C. Westling, Del Moon, Max Jones and F. G. Rupert. G. F. Lucier, chairman of the racing records committee of the C. A. C. C., managed the entire meet, and great credit is due him for the manner in which the events were run. Summaries:

Five-man team race, New Century Wheelmen, San Francisco; Garden City Wheelmen, San Jose, and Stockton Wheelmen, Stockton. First heat—Won by Alling, S. W., 2 points; second, M. Costella, N. C. W., 4 points; third, P. Randoni, G. C. W., 6 points. Second heat—Won by C. Anderson, S. W., 3 points; second, A. Filly, N. C. W., 3 points; third, R. Brown, G. C. W., 6 points. Third heat—Won by C. Kinnear, S. W., 3 points; second, W. Hammit, N. C. W., 4 points; third, E. Hershey, G. C. W., 5 points. Fourth heat—Won by H. Horner, S. W., 3 points; second, Harry Spence, N. C. W., 3 points; third, W. Plummer, G. C. W., 6 points. Fifth heat—Won by Nick Eisentraut, G. C, W., 3 points; second, R. Welch, N. C. W., 3 points; third, C. Wallace, S. W., 6 points. Race resulted in a tie between the New Century Wheelmen and the Stockton Wheelmen with 17 points each.

Grammar schools' race—Won by Frank Russ; second. Benny Trout; third, Ward Harris.

Race for junior riders of the Garden City Wheelmen—Won by Carter Cooper; second, T. Calliat; third, W. Henry; fourth, Julian Covill.

One-mile open—Won by Fred Hoffman. San Francisco; second, E. Hershey, San Jose; third, S. Kinnear, Stockton.

Two-mile handicap—Won by Joe Calobro, San Jose; second, W. Plummer; third, I. Moon; fourth, James Foster.

Five-mile handicap—Won by S. Kinnear, Stockton: second, John Smith, San Francisco; third, Joe Calobro, San Jose; fourth, A. Boitano, San Jose.

RAIN SPOILS RACES

Newark Velodrome Is Idle on Account of the Rain—Quaker Meet Also Halted

NEWARK, N. J., July 16.—There was no cycle racing at the Velodrome yesterday. Showers early in the day caused the management to call the meet off about noon. The weather cleared in the afternoon, and it would have been possible to run, but as numerous patrons had telephoned and had been told the meet was off there was only a few hundred people showed up.

The card arranged yesterday included the preliminary heats of the Criterion Stakes, a race carrying a purse of $1,000, will be carried over until next Sunday. Rain also interfered with the races at the Point Breeze track on Saturday night.

Race promoters have been hard hit during the past few weeks an account of the heavy rains. Boston, Newark and Philadelphia race meetings have had to be abandoned and the racing cyclists have been kept inactive. At the Newark Velodrome and the Boston track races scheduled for Wednesday, July 11, were called off, and the Philadelphia track had to postpone the meet that had been scheduled for Thursday night, July 12.

A LAWRENCE WINNER

Raphael Spiers, Winner of the 10-Mile Handicap Staged Recently at Lawrence, Mass.

STRONG LINEUP OF CYCLISTS

OTTAWA, Ont.—According to Ketchum & Co., Ottawa's leading bicycle and motorcycle house, there are 9,000 civil servants in the employ of the Dominion Government in Ottawa. Of this number no less than 3,000, or one-third, ride bicycles for pleasure. Ketchum & Co. handle Cleveland bicycles and Indian bicycles and motorcycles.

PAUL SUTER LEADS

Paul Suter, the Swiss, met Bobby Walthour, America; Eugene Bruni, E. Larué and Henry Contenet, France, in a one-hour motor-paced race at the Parc des Princes track, Paris, Sunday, May 28. Suter won, with Walthour, Bruni and Larué trailing him home in that order. In the hour, Suter covered 44¼ miles.

On the Bell Lap

BY THE VET

Late exchanges from Paris state that Oscar Egg, the Swiss, will shortly embark for America.

A little rain now and then is relished by the best of men, but not by bicycle riders and promoters.

Manager Chapman, of the Newark Velodrome, might put on a "Meal Ticket Handicap"—if the rain keeps up.

Rochester cyclists had a chance to show their wares in a 25-mile race last Saturday. The race brought out a big crowd and the event was voted a big success.

Arthur Spencer, the new American champion, has bought himself a flivver. First a championship, then a flivver, then a plunge into matrimony and then good night!

Marcel Berger, the San Francisco Frenchman, hied himself to Revere Beach track, the pot-hunters' new haven. Marcel has also shown in the races he has ridden.

Eddie Goodwin, one of New York's best indoor riders, has joined the Aviation Corps of the U. S. Army and is stationed at Buffalo.

There were many road races and race meets run on July 4 from the Atlantic to the Pacific. The interest shown in every contest shows that the grand old game is back to stay.

Out in San Jose, Cal., one of the prizes in a bicycle race run on July 4 was a meal ticket at the Jitney Lunch Counter. If St. Swithins does not turn off the water around the eastern tracks meal tickets will come in handy to the cyclists hereabouts.

A new way of working a combination was found in Newark, N. J., where the Velodrome is located. A limit man had qualified for the final in a short handicap, who looked to have a chance, was stalled in his training room by riders in a combination until after the final was finished. If that isn't working it overtime we'll miss a guess or two.

The many friends of Octave Lapize, the French cyclist, were shocked to hear of his death in an air fight on the Western front on Sunday, July 15, just three weeks after he had been cited for distinguished service. Lapize had competed in New York six-day races and had also won many big road races in France.

Rochester, N. Y., Fisk bicycle clubs have a big time staged for Saturday, July 21. On that day a big field day will be staged at a local park and in addition to running races and field sports a bicycle race will be held. The Flower City now claims 23 Fisk clubs, with membership running from 15 to 30.

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

RECIPROCITY EXTENDED

Canada Privilege for Visiting Motorists Now Covers Thirty Days

TORONTO, Ont.—Announcement has been made by the Ontario government that the time limit for reciprocal recognition of licenses for motorcycles belonging to non-resident tourists has been extended from twenty-one to thirty days, to conform with the thirty-day privilege extended by the Canadian Department of Customs for the free entry of touring motorcycles.

The Province of Ontario has entered into an agreement with eighteen States, extending from Maine to Wisconsin, for the recognition of visitors' motorcycle licenses.

It is impossible this summer, however, for a Canadian male of military age to leave the country without a passport, and the result has been that international touring is being temporarily abandoned by the Canadians. Very few young Canadians have made any trips into the United States this year. Residents of the United States are free to come and go, however.

OTTAWA CLUB FORMED

Twenty-three Riders Form Body Headed by W. J. Johnston

OTTAWA, Ontario.—The Ottawa Motorcycle Club was duly organized at an enthusiastic meeting in the offices of the *Journal* on Monday evening, July 9. Twenty-three of the riders present joined the baby club on the spot and the new officers promise that the membership roll will have one hundred names inside of a month.

Officers were elected as follows: President, W. J. Johnston; vice-president, A. E. Morris; secretary, A. Ingram, and treasurer, R. C. Beattie. The members of the executive committee are Paul Barber, G. Aldcroft, J. M. Rainbow and P. C. Gunderson.

TRUE HEROISM

Storey, Who Fell in Action in France, Wanted No Tears

TORONTO.—Something of the spirit of a true gladiator was shown by Creighton Richard Storey, Jr., formerly of Albany, N. Y., before he was killed in action while serving as a motorcycle despatch rider with the Canadian forces in France.

A short time before Storey died he wrote to his parents as follows:

"If anything happens to me, I do not want any tears shed. We feel as if we were fighting to save the world, and to die in such a cause we consider an honor. While I am writing here, boys are falling all around, but they are heroes. None of us is afraid to die." Storey joined the Canadian Army in Toronto and had been in France less than one year.

TRADE CONVENTION AUG. 27

Bicycle Men Will Probably Meet During Canadian National Exhibition

TORONTO, Ont.—The proposed convention of the retail bicycle trade of Canada will probably be held in Toronto during the week of August 27. This will be the first week of the Canadian National Exhibition, the largest annual fair in the world. Practically all Canadian bicycle and accessory manufacturers and distributors will have exhibits at the exhibition, thus making the event more or less a cycle show.

The bicycle dealers will be gathered for several sessions, and they will, of course, inspect the new goods at the exhibition, while they will inspect the bicycle and tire factories and warehouses located here.

NEW C. C. & M. C. MANAGER

WESTON, Ont.—Announcement has been made of the appointment of J. P. Henry as factory manager of the new million-dollar factory of the Canada Cycle & Motor Co., Ltd., at Weston, Ont. This firm is the largest Canadian producer of bicycles, and C. C. M. bicycles are shipped from here in large numbers to Australia and New Zealand.

Mr. Henry was formerly chief inspector of the National Cash Register Co. at Dayton, O.

STRIKE AND CYCLES

Toronto Trolley Men Walk Out, but Cycle Folk Don't Worry

TORONTO, Ont.—The people of Toronto had a short taste of trolleyless life during the three days of July 11 to 13 when the employes of the Toronto Railway Company were on strike. As would be expected, the thousands of bicycles and motorcycles in the city saved the situation for many citizens and local dealers did a roaring trade while the railway system was tied up.

The owners of a number of sidecar outfits actually engaged in the jitney business with success. One Indian rider, Bob Hurd, hitched a small delivery wagon to his machine and carried four fellow-employes, besides himself, to and from work during the three days.

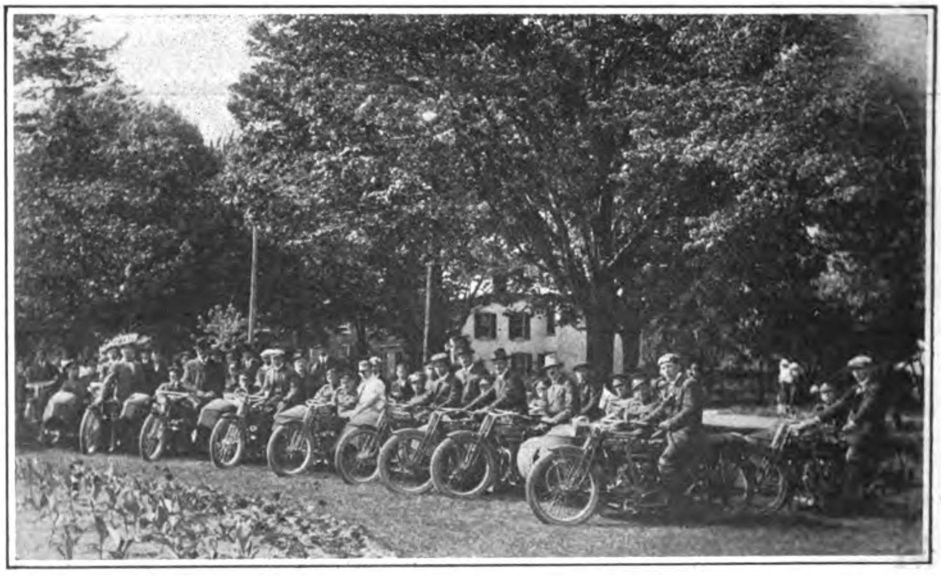
VAN BURENS VISIT CANADA

MONTREAL, Que.—The most famous of all lady motorcyclists, the Misses Augusta and Adeline Van Buren, visited Montreal on July 10 and 11 during the course of a tour through Eastern Canada. They announced that they were concluding their long Summer's vacation with a trip through Quebec and Ontario after which they would return to their occupation of teaching school. On July 12 they left Montreal for a ride over the new river boulevard to the ancient city of Quebec where they met many quaint French-Canadians, known as Habitants.

MOUNTAIN PASSES ARE OPEN

DENVER, Colo., July 12.—The warm summer weather of the past few weeks has opened all the mountain passes which have heretofore been impassable to motorists on account of deep snow, and now motorcycle riders may go where they please in Colorado. Berthoud pass was the last to be opened to motor traffic, and it was reported passable last week, although the road is soft and chains are advised for the roads on the top of the pass.

CANADIAN WOUNDED SOLDIERS' OUTING



W. J. Porter, Who Handles the Reading Standard in Toronto, Organized This Sidecar Picnic for Convalescent Canadian Soldiers

WITH THE TECH. ED.

Every Rider Is Puzzled from Time to Time by Little Mechanical Problems. When You Strike One, Tell Our Technical Editor About It and Get His Advice

FORKS AND WHEEL WANTED

MY front forks and front wheel were recently damaged by a fall, and I am desirous of getting a new set from some wrecking firm. Please send me the name of such an establishment in or near New York City.

Newark, N. J. GEORGE C. KREDEL.

We have no name of such a firm on our list in this section of the country. If you will send us the name and a description of the machine we can probably put you in touch with someone who has the requisite parts.

NEW YORK TO WASHINGTON

PLEASE give me an outline of the best route from New York to Washington, D. C., also another route for the return trip.

Allston, Mass. A. BROADBENT.

New York, Newark, N. J., Elizabeth, Rahway, New Brunswick, Kingston, Princeton, Trenton, Langhorne, Bustleton, Fox Chase, Philadelphia; Darby, Village Green, Chelsea, Wilmington, Newark (Del.), Elkton, Perryville, Havre de Grace, Belair, Towson, Baltimore; Relay, Laurel, Blagdensburg, Washington.

Return as follows: Washington to Baltimore, then through Chattolanee, Reisterstown, Westminster and Gettysburg. Visit battlefield at latter place. Ride to Abbottstown, York, Wrightsville, Columbia, Lancaster, Downingtown, Bryn Mawr, Ardmore to Philadelphia. Cross to Camden, then proceed through Parry and Cinnaminson to Burlington; then on through Columbus, Hightstown, Cranberry, Dayton, New Brunswick. From thence ride to Carteret, where take ferry to Linoleumville, Staten Island, and ride through to St. George's ferry. Take Municipal ferry to Battery, New York.

WILL BE SATISFACTORY

HAVING in mind the purchase of a backrest for my Troxel saddle, I ask you whether such an attachment will be satisfactory in use and if it will injure the saddle.

Tyrone, Pa. C. E. FILZEN.

The backrest will work satisfactorily with your saddle and will not do it any injury when applied. You can order such an attachment from your local motorcycle dealer.

LOOK AT MAGNETO

MY motor has just been overhauled and the carbureter fixed up by the makers, but it starts with difficulty at intervals. No matter what adjustment is made on the carbureter this will occur from time to time. There is an occasional muffler pop when running. I would like to know what oil to use in this motor, also.

Newburgh, N. Y. JOHN SMITH.

It would be well to have the contact-breaker of your magneto looked over for worn points. In fact, the magneto may need an overhaul. See that there are no air-leaks between the carbureter and the inlet valves and that the valve cages sit air-tight in the cylinders. The Vacuum Oil Co.'s Mobil A should be all right for your motor.

PICRIC AND CASTOR OIL

I WOULD like to know if mixing picric acid with gasoline will give more speed to a racing motor. Also, if castor oil is a good lubricant and the best way to use it.

Rock Island, Ill. JOHN HAWKESWORTH.

A mixture of picric acid with gasoline certainly will give increased power and speed to any motor, but by using the acid you will probably have the metal of cylinders, valves and piston attacked and eaten away in part. Not over one ounce (fluid) to the gallon of gas should be used for safety's sake. You will find some difficulty in getting picric acid just now, as it is a war munition product.

Castor oil is a good lubricant when mixed with regular cylinder oil. However, it tends to form a gummy deposit in the ring grooves, etc., which means frequent cleaning will be needed. You will have to determine the proper proportion of castor and mineral oil for yourself.

TIRES AND PRESSURE

PLEASE tell me what size of inner tube is best adapted for a 28 x 3 inch casing and what pressure is the proper one for this size of tire.

Phelps, N. Y. E. D. NEWITT.

A tube of 28 x 3 inches is the proper one for a tire of the size mentioned. Forty pounds pressure is plenty for a rear wheel tire 28 x 3 inches, and a few pounds pressure less for a front tire of the same size.

TO PORTSMOUTH, VA.

PLEASE give me a good route from Park Ridge, N. J., to Portsmouth, Va., with mileage. Also, where parts for a C. & E. tandem can be had.

Park Ridge, N. J. H. J. MADER.

Go first to Hillsdale, about 4 miles. From Hillsdale go to Hackensack, 8 miles; Hackensack to Newark, 13 miles. Newark, Elizabeth, Rahway, Metuchen, New Brunswick, Wingston, Princeton, Trenton, 64½ miles. Trenton to Philadelphia via Langhorne, La Trappe and Bustleton, 35 miles.

Philadelphia to Baltimore via Darby, Village Green, Chelsea, Wilmington, Newark, Elkton, Perryville-Havre de Grace, Belair and Towson, 108½ miles. Baltimore to Washington via Relay and Laurel, 44 miles. Washington to Richmond via Fairfax, Middleburg, Warrenton, Culpeper, Locustdale, Gordonsville, Louisa, Goodall and Solomons, 180 miles. Poor stretch, but the best route. Richmond to Portsmouth via Manchester, Petersburg, Estes, Waverly, Wakefield, Windsor, Kings Ferry, Suffolk and Hodges Ferry, 120½ miles. Total, 577½ miles. For the tandem mentioned, apply to the Haverford Cycle Co., Newark, N. J.

LIGHTWEIGHT SIDECARS

I AM anxious to get into touch with manufacturers of sidecars suitable for attachment to lightweight motorcycles, owing to some demand for such passenger outfits.

Memphis, Tenn. H. E. HUNTZICKER.

We have no record of any manufacturers of sidecars which are adapted to lightweight machines. We have seen several Rogers sidecars attached to lightweights in the East, and the combinations seem to perform well. However, this might not be the case where roads are not good, owing to the low power of the lightweight motorcycle.

DETACHABLE WHEELS

PLEASE outline the salient points of the English system of detachable wheels for sidecar outfits. I would like to know if it is necessary to spring the forks open to remove or replace the wheel.

Pittsburgh, Pa. L. E. FOWLER.

If you will look at the upper illustration on page 10 of our issue of July 5, you can get an idea of the system referred to. The illustration shows a front hub, which, however, is the same as the rear hub. At one end are dog-teeth; these fit into similar teeth on a rear sprocket carrier which remains in place on the machine at all times.

The rear sprocket carrier has its own bearings and carries the brake drum also. There is a knockout axle incorporated in the construction. The axle is removed and the hub withdrawn by moving it vertically, slightly springing the forks if necessary.

THOMAS DUNHAM CO.

I WOULD like to get into touch with some American maker of two-seater sidecars, as well as such firms who make the regular form.

Gibraltar. A. E. SERFATY.

For the two-seater sidecar write the Thomas Dunham Co., 343 Hardin street, Aurora, Ill. Other sidecar makers whose product is for one passenger only are the Flexible Sidecar Co., Loudonville, O.; Harry Svensgaard Sales Corporation, 214 Jefferson avenue, Detroit, Mich., and the Rogers Mfg. Co., Chicago, Ill.

Road Records Established on Stock Henderson Motorcycles:

Los Angeles to New York, 3,296 miles, by Alan T. Bedell in 7 days, 16 hours, 16 minutes.

San Francisco to Los Angeles, 463 miles, by Roy Artley in 10 hours, 39 minutes.

Needles, Cal., to Los Angeles, 308 miles, by Alan Bedell in 8 hours, 59 minutes.

Los Angeles to San Diego, 132 miles, by Roy Artley in 2 hours, 10 1-2 minutes.

ROAD PERFORMANCE
THAT EMPHASIZES
FOUR-CYLINDER
LEADERSHIP

Henderson Motorcycle Co.
DETROIT

HENDERSON

"One of the Worst Calamities That Could Befall Our Nation at Any Time Would Be to Stop the Wheels of Industry, but More Especially Now."

Statement by S. W. Straus, President of the American Society for Thrift

IN the European countries at war, and particularly in Great Britain, strong emphasis has been placed from the beginning of hostilities upon the necessity for a sane adjustment of the national business interests, and a reasonable attitude on the part of the consumer, in order that legitimate industry need not be throttled. This viewpoint has also been adopted by leaders of thought in America's commercial circles, and S. W. Straus, President of the American Society for Thrift, in a statement just published, gives sound and timely advice.

Mr. Straus points out that a determination to hoard every possible dollar does not constitute true economy, and that the best results for all concerned will be obtained in the long run by carrying business along as nearly on a peace-time basis as may be found consistent with national policies. Retrenchments will be necessary, Mr. Straus admits, but he argues that the chief aim of every person should be simply *to eliminate waste,* and that his expenditures of money should be governed by the same rules of common sense that have guided him in the past.

Mr. Straus' Thrift Statement in Full

"One of the greatest dangers that confront us at this moment is misguided thrift," declares Mr. Straus. "In our efforts to be patriotically economical, we find ourselves going to extremes in the opposite direction, which is just as great a menace to the nation as wastefulness and extravagance. One of the worst calamities that could befall our country at any time would be to stop the wheels of industry, but more especially NOW.

"The point is to differentiate between destructive and constructive thrift. In times of peace or war, waste is reprehensible, but indiscriminate tight-fistedness is worse, because in such conditions the provident are made to suffer with the improvident.

"Because the whole nation suddenly has become conscious of the necessity of thrift, we as individuals should take care not to deflect from their normal courses the tides of the nation's money that turn the wheels of industry. America as a nation is not in any danger of running short of money, but we are threatened with a food shortage because on us rests the duty and responsibility of feeding our Allies.

"Everyone can distinguish the difference between prudent living and wastefulness. If a man buys a suit of clothes, a pair of shoes or a hat, his money goes into legitimate circulation and furnishes uses for capital and employment for labor.

"The American people have responded in a grand way to the needs of the hour. We are going to conserve our resources and increase our food supply in a way that will astonish the world, but in doing this we stand face to face with economic hardships unless each individual is governed by common sense, prudence and foresight.

"In brief, administer your expenditures in a clean, honest, legitimate and patriotic manner. Eliminate waste of food, bearing in mind that every mouthful you save may be the sustenance of some starving fellow human being abroad. We should not tear down on one hand while we are trying to build up on the other. Those in business should not hesitate—be courageous and keep on going. America has everything to make herself prosperous. The billions of dollars which are being raised for war purposes will eventually return into the pockets of the people. Even the money which we loan to our Allies is being spent immediately in America. The national bond issue means that for some years to come this country will be paying back the obligations incurred today. America is still in the midst of the greatest era of material prosperity the country has ever known.

"In the matter of individual expenditure every man should be guided by his own necessities and the needs of his country. Let none of us be a slacker in the business world. This is no day for the coward or weakling. Be brave and confident. Remember the most acute need of our nation today is intelligent, productive, constructive thrift."

HOW SAN FRANCISCO TOUR WAS FINANCED

Jobbers, Dealers, Tire and Oil Manufacturers Supplied Funds for Successful Gypsy Outing; Fine Program Was Staged at Lafayette

SAN FRANCISCO, Cal., July 14.—The 1917 Gypsy Tours are now written into the history of American motorcycledom, but so many interesting sidelights are cropping out in connection with the national project that it is justifiable to note them even at this relatively late date. In San Francisco, for example, there was staged one of the most successful programs recorded, although the outing was limited to one day. The riders left the Golden Gate City at 8:30 for Oakland, and left Oakland at 9:10, making a run out through the picturesque fields of Haywards and on through the beautiful Dublin Canyon, finally reaching Pleasonton, which is about 30 miles from San Francisco. At Pleasonton the party was joined by riders from San Jose, Oakland, Stockton and Vallejo, and the trip was continued to Lafayette.

At Lafayette the program was featured by an enormous barbecue, and the entertainment committee furnished a great variety of impromptu athletic contests. Later the big auditorium was given over to dances and excellent music was furnished.

One of the most interesting angles of the San Francisco tour was the manner in which funds were raised to finance it. The plans were threshed out at a meeting of dealers and when the cost was estimated donations were immediately made. Julius Smith, of the E. F. Merry Co., and Brownie Carslake, of the Firestone Tire & Rubber Co., were appointed to call upon all dealers, jobbers and manufacturing concerns, with a view of obtaining contributions. The jobbers donated $70, the tire manufacturers $110, the dealers $130, the oil companies $22, and miscellaneous donations footed up to $20, giving a total of $352.

Fred Bente acted as treasurer, and the entertainment committee was composed of Messrs. Loudenclous, of the Henderson agency, and Oberg, of the local Indian headquarters. Arrangement for the barbecue were in the hands of Julius Smith. The Firestone and Goodrich companies furnished trucks to transport the eatables to the scene of the feast. It is estimated that over 1,200 people participated in the big program, and that no less than 500 motorcycles, nearly all fitted with either sidecars or tandems, figured in the project.

The whole affair was handled so successfully that there is already strong sentiment in favor of repetition of the program in 1918.

FRISCO TRADE NOTES

SAN FRANCISCO, Cal., July 16.—A. Sharp Minor, organist at the Rialto Theatre, is the latest convert to motorcycling. He has just purchased a Henderson with sidecar. The Cleveland motorcycle branch at San Francisco is specializing on sales to soldiers. It has placed several of the light machines with enlisted men at the Presidio, including three during the past week to commissioned officers.

HANSON HEADS VALLEJO CLUB

SAN FRANCISCO, Cal.—At the annual election of officers of the Vallejo Motor Club, C. L. Hanson was elected president, L. G. Monreal, vice-president and E. D. Stevens, secretary and treasurer. President Hanson has some very extensive plans for road races, hill climbs and cross country runs under consideration, and the club promises to have the best season it has ever enjoyed. The club called off the hill climbing contest for the 4th of July at Vallejo, Blue Rock Springs and most of the members made the run to Benecia and participated in the races that were staged in the arsenal city.

GODFREY SUCCEEDS BERT GILMORE

SAN FRANCISCO, Cal.—The business of the late B. R. Gilmore, representative of the Excelsior Motorcycle of Bakersfield, is now under the management of M. Godfrey, and will be known in the future as the firm of Godfrey & Gilmore.

LEE BACK AFTER FACTORY TRIP

SAN FRANCISCO, Cal., July 16.—Tennant Lee, of the Los Angeles Henderson agency, arrived in San Francisco today fresh from an Eastern factory trip. While in Detroit he made arrangements to speed up the delivery of Henderson motorcycles to the coast.

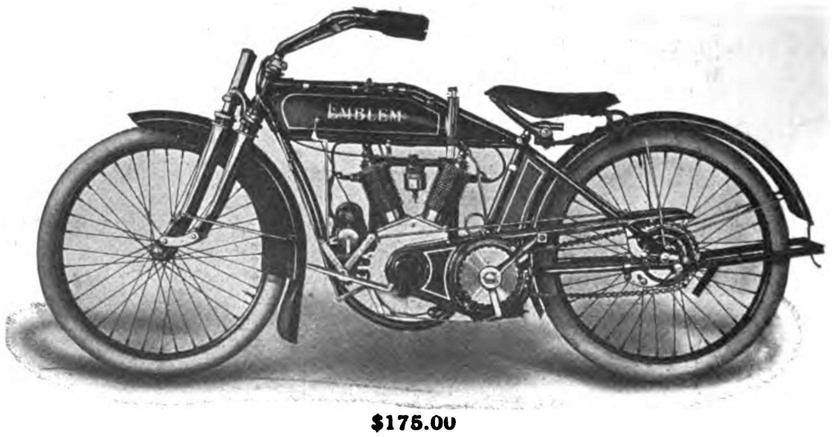
$175.
BUYS A
LITTLE GIANT
TWIN EMBLEM

and taken point for point, it is the greatest motorcycle value ever offered since the invention of the motor two wheeler.

There is no sidecar or tandem passenger carrying task that can be imposed upon the 200 pound Little Giant that it will not perform as well as any 350 pound machine.

In ratio to its weight, the Little Giant's 5 h. p. motor develops more power than any other motor manufactured. 45 to 50 miles per hour is all that many of the high priced machines will make and the Little Giant Emblem will make this speed without over straining.

BICYCLES
Emblem Bicycles—one of the finest, high grade lines of bicycles manufactured, a live line for an energetic bicycle dealer. Catalogue and prices on application.



$175.00

EMBLEM MFG. CO.
ANGOLA, N. Y.

am the Lawyer's Clerk—

"MY BOSS is prosecuting a big case in the courthouse today.

"Suddenly he discovered that a book containing important records had been left over at the office.

"I was Johnny on the job—as usual. Luckily I had my bike and it was only a matter of minutes to reach the office.

"Just as I tore around the corner, a fire engine whizzed by—I clapped on my coaster brake and saved myself by a foot.

"Gee, the Boss was glad to get this book on time and praised me for my promptness—

"But I'd not have got it there if it had not been for my New Departure Coaster Brake."

Boys know—(or will if you distribute our sales helps)—that the bicycle is a ready, steady steed and a loyal friend in need.

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

THE NEW DEPARTURE MFG. CO.
BRISTOL, CONN.

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

Mention MOTORCYCLE AND BICYCLE ILLUSTRATED—It helps you, the advertiser and us.

ROANOKE'S TOURISTS

Congenial Party Made Gypsy Trip to Staunton; Stops for Sightseeing Along Route

ROANOKE, Va., July 14.—A list has just been announced of those who participated in the Dixie M. C. Gypsy Tour to Staunton, Va., a distance of about 92 miles. Those who made up the Dixie party were:

C. W. Waitz and wife, Indian, sidecar; W. B. Stevens and Miss Edna Waitz, Indian, sidecar; C. L. Zimmerman and sister, Miss Janie, Indian, tandem; C. M. Ellis and J. C. Kitts, Indian, sidecar; P. E. Light and I. L. Hale, Indian, sidecar; A. G. Howell and Miss Ralph Drumheller, Indian, tandem; Clarence Webb and Miss Billie Smith, Indian, sidecar; Robert Woodson, Indian, solo; E. H. Moore, Excelsior, solo; C. H. Hudson, Henderson, solo; R. H. Renner and Miss Lillian Fulcher, Harley, sidecar; R. F. Stultz and Miss Mattie Stover, Harley, sidecar; W. R. Mattern and wife, Indian, sidecar; J. P. Guerrant, Excelsior, solo; and R. A. Paul, Indian, solo. Mr. Paul, who is probably one of the oldest consistent riders of the country, age sixty-six years, enjoyed the trip as much as any of the younger participants.

The tour, which was one of the most enjoyable events of the kind ever arranged by the club, included 11 Indians, two Harley-Davidsons, two Excelsiors and a Henderson. The riders stopped at every town en route, and many complimentary remarks were heard concerning the excellent appearance of the delegation. At Lexington, the first day out, there was a rest of two hours, and after dinner the entire body of riders, in charge of Tour Manager C. W. Waitz, visited Lee's tomb, Virginia Military Institute, and Washington and Lee University. The trip was then continued to Staunton, where the party arrived at 5:30. The evening was given up to sight-seeing and theatre excursions.

The riders lined up at 11 o'clock next morning for the return to Roanoke, and the mid-day meal was enjoyed at Natural Bridge. Several hours were devoted to sight-seeing, and the party resumed the trip at 4 o'clock, making only a short stop at Buchanan on the way home.

A THOROUGHLY SUCCESSFUL TEN-DAY TRIP

(Continued from page 10)

Oneida Lake to Lower South Bay, where we enjoyed a dinner of frog legs, and then rolled on over fairly good roads through Fulton and Oswego and up along the shore of Lake Ontario. That night we camped at Sodus Bay.

We breakfasted in camp on July 9, and then set out on the last leg of what had been a thoroughly pleasant trip. We ate dinner at Batavia and arrived home at 2:30 in the afternoon, having put 1,402 miles behind us in the ten-day outing.

It is noteworthy that our only trouble throughout the whole journey was summed up in replacing a worn-out tire. Our expenses, including charges for gasoline, oil and eatables, amounted to a trifle under $50 a couple. The weight of each outfit, complete with luggage and passengers, was about 950 pounds.

COLORADO SPRINGS MEET

Roy Wilkey Is Honor Man in July 4 Program, Taking Three Firsts and a Second

DENVER, Colo., July 12.—The biggest motorcycle program in Colorado on July 4 was staged at Colorado Springs. Roy Wilkey, of Colorado Springs, Harley-Davidson, was the star of the meet, gathering in three firsts and a second. The program was held at Roswell Park with more than 1,000 motorcycle fans present. Summaries:

Two-mile—Roy Wilkey, Harley-Davidson, first; H. Stratton, Excelsior, second; Ed. Ryan, Harley-Davidson, third. Time, 3:07.

Five-mile—Roy Wilkey, Harley-Davidson, first; H. Stratton, Excelsior, second; Ed. Ryan, Harley-Davidson, third. Time, 7:20.

Five-mile pursuit—Won by Roy Wilkey, Harley-Davidson. Time, 7:19.

Five-mile sidecar race—Ed. Ryan, Harley-Davidson, first; Ray Phebus, Indian, second; E. Bush, Indian, third. Time, 6:48.

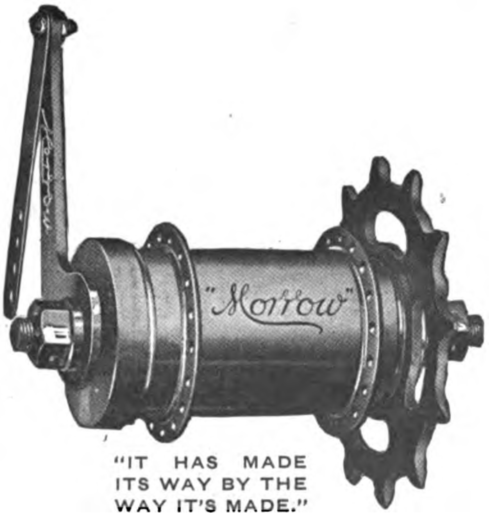
Ten-mile open—Jack Beatty, Harley-Davidson, first; Roy Wilkey, Harley-Davidson, second. Time, 13:03.

PHILLY CLUB AFTER MEMBERS

PHILADELPHIA, Pa., July 16.—The Quaker City Cycling Association, of this city, is after members. The association recently issued a fine window car urging cyclists to join. Good times, weekly runs, club races, training facilities and shower baths are assured all riders joining. The headquarters of the club is at 3013 North Eleventh St., where all information and application blanks may be secured.

THE MORROW

The Morrow Coaster Brake represents twenty years of the most painstaking experimenting and testing ever applied to a cycle part. It is perfect in every detail—superior to all other like articles. We allow our name to stand behind it because we are absolutely certain that it will give satisfaction in every sense the term implies. You are safe with a Morrow.



"IT HAS MADE ITS WAY BY THE WAY IT'S MADE."

LARGEST BRAKING SURFACE
SPRING STEEL EXPANDING SLEEVE
BRONZE OUTER LINING
LARGE HUB SHELL

Send for Our Literature

ECLIPSE MACHINE CO., Inc.
ELMIRA, N. Y.
Licensed Coaster Brake Manufacturers

BOSCH Ignition Is Recognized as Standard

Those who desire their Motorcycles to have utmost efficiency without the annoyance of constant attention, specify "Bosch" for their ignition equipment, knowing that complete confidence may be placed in all Bosch Products.

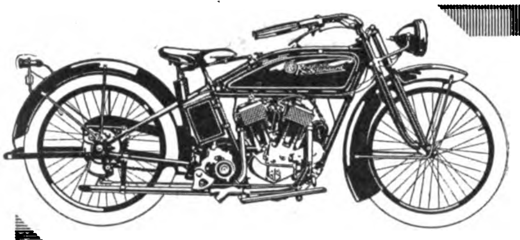
The well read and fully advised Motorcycle engine men and users, recognize the superiority and dependability of the Bosch Product, and will recommend it whenever the question of ignition is put before them.

That popularity means much to you—it means satisfaction, which is highly essential and it means the utmost efficiency, which is just as important.

Be Satisfied. Specify Bosch

Correspondence Invited

Bosch Magneto Co., 206 W. 46th St., N. Y.
Chicago Detroit San Francisco
Service Stations in Every State



READING STANDARD SUPREMACY

AGAIN PROVEN

On Sunday, July 15th, in the "Usco" modified endurance run of 269 miles 40 riders started over the route from Yonkers to Albany and return. Most every make and model of motorcycle was represented, handled by an experienced rider. The only perfect medal score of 1000 points was awarded to

R. Pink Riding a 1917 Three-Speed Reading Standard

He also earned the highest consistency score of 999 points. Pink received the Hendee trophy, the highest award of the day. The next best score was 992 points. While the roads were good, rain, mud and a detour or two put both rider and machine to a severe test.

This feat again demonstrates the superiority of the Reading Standard when put to a real hard task.

Dealers who are eager to secure the agency for a motorcycle that gives the best service under adverse conditions should make a note of this feat. The Reading Standard is built and tested in the mountains, where it is put to the hardest possible tasks before being offered to the public.

The accomplishment of Pink in surmounting all obstacles and trimming all the other machines with a Reading Standard is but one of the victories we can call your attention to in proof of our assertion that the Reading Standard is the sturdiest motorcycle on the market today.

Write for Catalog.

READING STANDARD COMPANY

501 Water St. Reading, Pa.

STANDARD PEDALS

AND DIAMOND E

ⓢSLIP AXLE PEDAL

SPOKES AND NIPPLES

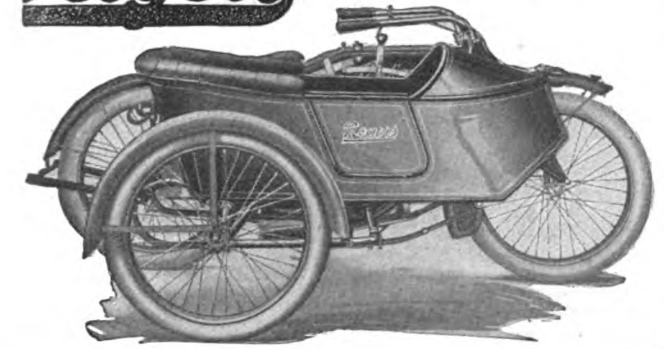
STANDARD No.3 MOTOR CYCLE PEDAL

have reached the pinnacle of achievement in their respective lines. Riders and dealers have come to look upon Standard Pedals and Diamond E Spokes and Nipples as essential to the success of their pleasure or business.

Write for our literature and dealers' proposition

THE STANDARD CO.

TORRINGTON, CONN.



Rogers

Model M, $80.00

F. O. B. Factory

COMPLETE ENJOYMENT

Is only had when you can share your pleasures with "someone."

When you go for an outing take "her" with you and be sure you give her all the comfort and ease afforded by the

Rogers Sidecar

There is a ROGERS Sidecar Tailor Made to fit every motorcycle. Just tell your dealer the make and model of your machine and say you want ROGERS. If he can't supply you write to us and we'll send a descriptive catalog.

ROGERS MANUFACTURING CO.
337 West Madison St. CHICAGO
Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.

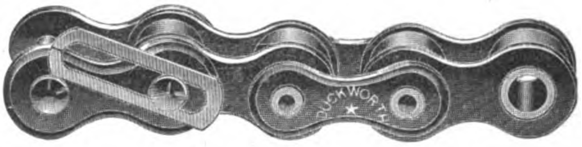
DUCKWORTH

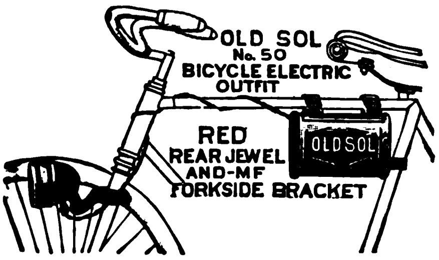
"THE CHAIN OF EVENTS"

When you hear of a new motorcycle record being made—whether it is for endurance or speed or for distance you are 95 per cent. safe in predicting that Duckworth Chains were used. All racing men are very favorable to Duckworths. They know why. Duckworth chain is standard equipment on the seven leaders of the motorcycle world, namely:—

INDIAN, POPE, HENDERSON, DAYTON, HARLEY - DAVIDSON, READING STANDARD AND EXCELSIOR.

Duckworth Chain & Mfg. Co.
Springfield, Mass.





LIGHT UP!

OLD SOL No. 50

BICYCLE ELECTRIC OUTFIT

This outfit, besides giving very satisfactory service, gives the bicycle a very classy look. The No. 50 is supplied with O. F. Bracket for fork, Red rear signal lamps of auto type with removable dust proof doors. Large size 4" lens. Silvered reflector Switch plug at base—on and off type—with 24 inches of wire. Single contact built Edi-Swan base.

Send for literature

THE HAWTHORNE MFG CO.
BRIDGEPORT, CONN,

Thousands of Prospects

Are reached each week through the classified columns of Motor Cycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad. to the classified department— THE BIG RESULT GETTER.

MOTORCYCLE AND BICYCLE ILLUSTRATED 450 FOURTH AVE. NEW YORK

Stolen Machines

INDIAN NO. 72-H-383

The theft of a 1916 Indian motorcycle has been reported by W. J. Dorsett, Waco, Tex.

HARLEY-DAVIDSON NO. L-8143-M.

A reward of $10 is offered by O. W. Anderson, 224 Cecil street, Minneapolis, Minn., for the recovery of his 1916 Harley-Davidson three-speed twin motorcycle, No. 7477-M, which he reports stolen.

INDIAN No. 70-J-308

Stone & Luke, Ilion, N. Y., report the theft of a 1917 Indian motorcycle, motor No. 70-J-308. The two-wheeler carried a New York State license numbered 22769.

HARLEY-DAVIDSON NO. 3986-K

A 1915 Harley-Davidson three-speed twin motorcycle, motor No. 3986-K, belonging to Homer Davis, Dickenson, N. Dak., has been stolen from the garage of R. I. Rudiselle. The machine had a Prest-O-Lite lighting outfit, Goodyear tires and carried license tag number 213.

HARLEY-DAVIDSON NO. L-17-T-6029

Walter W. Whiting, 1309 Broadway, Denver, Colo., reports the loss of his electrically equipped three-speed twin Harley-Davidson, motor No. L-17-T-6029, and Harley-Davidson sidecar No. 17-L-3151. Information leading to recovery should be wired Whiting at his expense.

HARLEY-DAVIDSON NO. L-8547-M

An electrically equipped 1916 three-speed twin Harley-Davidson, motor No. L-8547-M has been stolen from A. Ellebracht, 1379a Burd Ave., St. Louis, Mo. Address information leading to recovery to Olive Cycle & Motor Co., 1035 N. Grand Ave., St. Louis, Mo.

THREE EXCELSIORS MISSING

CHICAGO, Ill., July 17.—Coleman's Motorcycle Shop has advised Sales Manager Fred B. Mathis, of the Excelsior Motor Mfg. & Supply Co., that a model 18-3 electric Excelsior has disappeared in the possession of a man named Arthur Faucett. Faucett is supposed to have headed for Toledo, O., and the Coleman Company will welcome any information as to his whereabouts. The motor number is 90453.

The Coleman Shop also reports two other stolen machines, a model 16-3, fully equipped, with Excelsior brackets, lamp, Prest-O-Lite, and Rogers sidecar—motor number 83,209; and also a model 17-3 machine, motor number 83,670. A reward of $25 is offered for the recovery of any of the machines.

HARLEY-DAVIDSON NO. 5082-K

Glen W. Cooley, 8 Warren Road, Ilion, N. Y., reports the theft of his 1915 Harley-Davidson three-speed twin motorcycle, motor No. 5082-K. The machine was electrically equipped, carried license No. 27677, Prest-O-Lite lighting outfit and Falcon tires.

HARLEY-DAVIDSON NO. 2963-M

A three-speed twin 1916 Harley-Davidson motorcycle, motor No. 2963-M, has been stolen from the Carl W. Bush Co., 312 Halsey street, Newark, N. J.

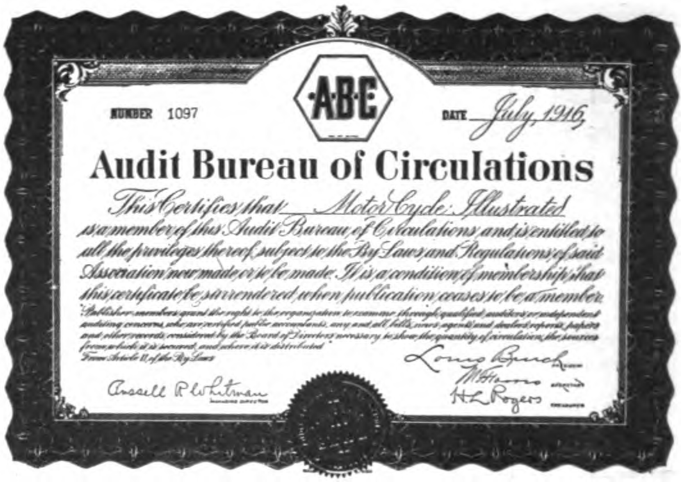
EXCELSIOR NO. 50089

C. G. Lambert, in care American Express Co., 219 E. 42nd Street, New York City, announces that he has a 1914 Excelsior model 7-C, motor No. 50089, in his possession which he has reason to believe has been stolen. Anyone possessing information concerning this machine should get in touch with the Stolen Machine Bureau of MOTORCYCLE AND BICYCLE ILLUSTRATED immediately.

HARLEY-DAVIDSON No. L-17-T-10265

P. H. Ripke, chief of police, Oak Park, Ill., reports the theft of a 1917 Harley-Davidson twin motorcycle, motor No. L-17-T-10265, from in front of the Municipal building on May 18. The machine carried license No. 669.

The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit
THE HEART OF THE MOTORCYCLE
"H"
WE EQUIP
THOR
POPE
MERKEL
INDIAN
EMBLEM
DAYTON
SPACKE
MILITAIRE
CYCLONE
EXCELSIOR
HENDERSON
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD
WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES



ABC

NUMBER 1097 DATE July, 1916

Audit Bureau of Circulations

This Certifies that Motor Cycle Illustrated is a member of this Audit Bureau of Circulations and is entitled to all the privileges thereof subject to the By Laws and Regulations of said Association now made or to be made. It is a condition of membership that this certificate be surrendered when publication ceases to be a member.

Publisher members grant the right to the organization to examine through qualified auditors or independent auditing concerns who are certified public accountants, any and all bills, news agents' and dealers' reports, papers and other records considered by the Board of Directors necessary to show the quantity of circulation, the sources from which it is secured, and where it is distributed.
From Article II of the By Laws

Russell R. Whitman

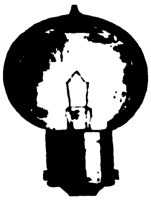
Louis Bruch
W. H. Harris
H. L. Rogers

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

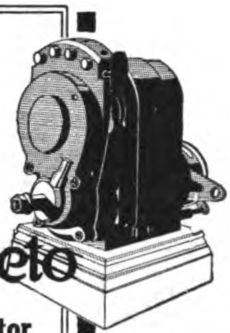


Federal Mazda Bulbs

For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

Can be obtained from any Federal Agent or from

Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.



Worth More

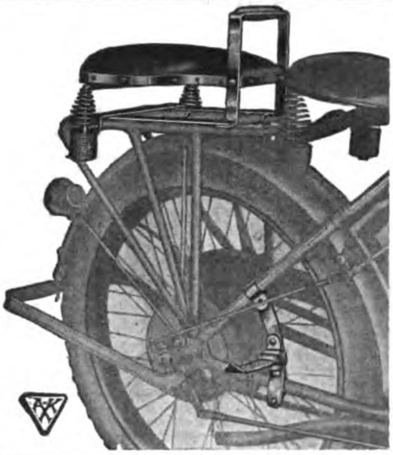
Does More

The **Berling Magneto**

Just ask for it on your next motor
Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.

Wherever Ball Bearings are used you will find **STAR** Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.



A-K TANDEM SEAT

Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be attached in a few minutes, is strongly made, properly braced and has a convenient hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.
The Rests are of the folding type.
Complete with instructions for attaching, $7.50.
Write for leaflet giving full details.

ANGSTEN-KOCH CO.
215-19 Englewood Ave.
CHICAGO, ILL.

BENTON
SPARK PLUGS

Thoroughly tried out by the most severe tests and under the most adverse motor conditions possible, Benton Plugs have stood the gaff unflinchingly. They are perfect plugs. No matter what other plugs you are using, and no matter for how long, you do yourself an injustice of you don't try Benton. Get the Book on spark plug troubles; it's free.

L. F. BENTON COMPANY
Vergennes, Vt.

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.

No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

Retail Price
$7.50
Complete

WALD MANUFACTURING CO.
Dept. F SHEBOYGAN, WIS.

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

Special Service Department

EXCELSIOR - SERVICE

Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

STANLEY T. KELLOGG Eastern Distributor
Bridgeport Conn.

Rogers SIDECARS

NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

IRVING BECK
70 East 131st St. Phone Harlem [illegible]

Motorcycle Tires

Parts and Supplies

Also

BICYCLES and SUPPLIES

WHOLESALERS and JOBBERS

CITY SUPPLY CO.
56 Warren Street New York

HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies

Expert Mechanics with Factory Experiences.

HARLEY-DAVIDSON SALES CO.
533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway,
Jersey City, N. J.
NOTE: Only 20 minutes from Broadway, N. Y.

National Dealers' Directory

NEW YORK CITY

DAYTON and EXCELSIOR
PARTS, REPAIRS AND SUPPLIES
DRISCOLL & JEANROY
200 West 125th Street, New York
Phone 2362 Morningside

OILS SUPPLIES
J. C. FOLEY
Agent for INDIAN MOTORCYCLES
Repairing Storing
[illegible] JEROME AVE., Corner Burnside Ave.

HARLEY-DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
202 West 13th St. Phone 2086 Chelsea

HARLEY-DAVIDSON SALES CO.
Distributor
Harley Davidson Motorcycles and Bicycles
New York Bronx Branch
588 West 110th St. Webster Ave. at 165th St.

INDIAN
HARLEM DISTRIBUTER
Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
1601 PARK AVE. Tel. Harlem 2337

The Summit Cycle & Auto Supply Co.
2984 Boulevard, Cor. Newark Ave.
Jersey City, New Jersey—Phone Conn.
NOTE: Only 20 minutes from Broadway, N. Y.

OLIVER'S
INDIAN SERVICE STATION
All Repairs Guaranteed
960 Brook Ave., Tel. Melrose 9762
Oliver Berckhemer, Prop. V. C. Pelezzare, Mgr.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN and EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

STERN BROS. *INDIAN*
Storing, Repairing and Supplies
79th St. and Second Ave. Tel. 1933 Lenox.
Garage, 449 East 83d St.
Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

BROOKLYN

"BOB" BRAZENOR
Brooklyn Distributor
HARLEY-DAVIDSON MOTORCYCLES
1157 Bedford Ave. 594 Jamaica Ave.
Tel. Decatur 1764 Tel. Cypress 4700
Brooklyn, N. Y.

FRANK P. BAKER
BROOKLYN DISTRIBUTOR
Indian Motocycles
1080-1082 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

Distributor
EXCELSIOR MOTORCYCLE
Smith Motor Wheels—Iver Johnson Bicycles
A. H. PATTERSON
1147 Bedford Ave., Cor. Madison St., Brooklyn

BEN RUDERMAN
Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan.
1831 Bedford Ave., Brooklyn

WINGES BROTHERS, 1815 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributers for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

LONG ISLAND

INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 496J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop. College Point

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE:
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn *SERVICE STATION:* 204 Clifton Place, Brooklyn
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—Two high-grade English Precision motors, single cylinder. Bosch magnetos and muffler attached, complete ready for use. Bought for experimental purposes, never used. What do you offer? Cycle Department, The Davis Sewing Machine Co., Dayton, Ohio.

TWIN INDIAN and sidecar—beauty, $168. SINGLE EXCELSIOR—like new, $48. Twin INDIAN—overhauled, $75. Harley-Davidson—fine, only $45. HOWELL, 217 Chestnut, Evansville, Ind.

FOR SALE—1917, olive drab, 3-speed, Powerplus Indian; run 200 miles; looks like new; price, $235, including Prest-O-Lite tank and lamp; $25 down and balance C. O. D. Karl Oaks, Oshkosh, Wis.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

FOR SALE—A red Cygnet rear car. Fine condition; run less than thousand miles. Fifty dollars. J. M. Dossman, Valatie, N. Y.

MOTORCYCLE and BICYCLE BUSINESS for sale cheap in the best motorcycle city for its size in the United States. Address T. E. M., care Motorcycle and Bicycle Illustrated.

One 1917 twin EXCELSIOR, fully equipped	$160
One 1914 HARLEY twin two-speed	$120
One 1914 INDIAN twin	$60

T. E. Messer, Corning, N. Y.

MISCELLANEOUS

PUT NEW LIFE in your motor. Aluminum Alloy Pistons made for all makes. Connecting rods lightened and fly-wheels rebalanced. Write for prices. "Bee" O. J. Rhoades & Co., 14-16-18 S. St. Clair St., Dayton, Ohio.

BUSINESS OPPORTUNITIES

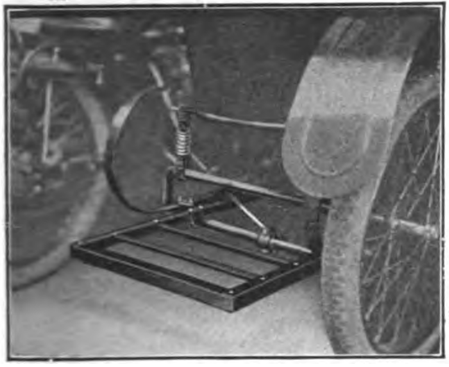
FOR SALE—Established paying bicycle business, year round trade, leading agencies. Reason for selling, other business. Fine chance for live man. Judson, care Motor Cycle Illustrated.

BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—First class bicycle repair man. Permanent position for right man. Frank P. Gravatt, Atlantic City, N. J.



Side Car Equipment

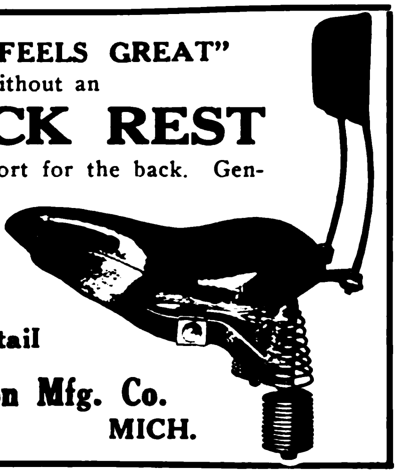
is not complete without

SAFETY SHOCK ABSORBERS
Per Pair $1.00

B.R.T. LUGGAGE CARRIER
Price $2.75

At Your Dealers.

STEVENS
375 B'dway., N. Y.



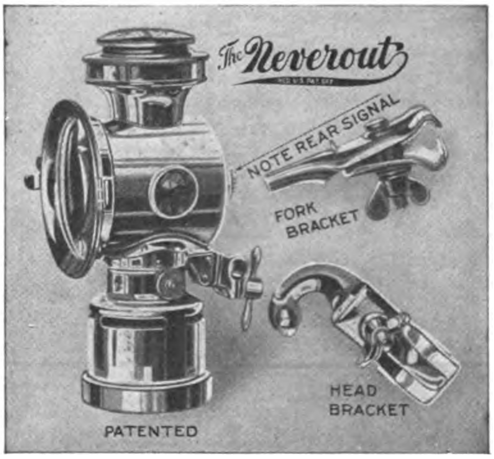
"GEE—THAT FEELS GREAT"
No rider should do without an

F-N BACK REST

It's a wonderful support for the back. Genuine leather—spring back—adjustable as to height—has a good clamp for each make of saddle—and costs only

$2.50 Each, Retail

Fentress-Newton Mfg. Co.
DETROIT MICH.



The Neverout
REG. U.S. PAT. OFF.

BICYCLE OIL LAMP

The World's Most Famous Bicycle and Motorcycle Lamp

GUARANTEED TO STAY LIT
(or money refunded)
Made of best Quality brass—Cannot rust
Riveted and Clinched
FOR SALE BY LEADING DEALERS
Write today for complete description

ROSE MANUFACTURING COMPANY
833 ARCH ST. PHILADELPHIA, U. S. A.

July 19 NEWS 1917

Baker, Murray & Imbrie INC.

1800-
New Dealers This Year!
A to E

WHEN the 1917 season ends, Baker, Murray & Imbrie, Inc., will have put upon their books 1800 new accounts or more.

There are many angles of significance to this achievement—angles that concern the trade as well as ourselves. For these figures are not only indicative of our remarkable growth, but they likewise chart a number of trade currents prevalent during the present season and that are likely to prevail during 1918.

What Our Collections Show

Our sales for the season now in mid-channel have been record ones. Both our new and old dealers have bought heavily—in many instances dealers have increased their purchases 100%. And these dealers in turn have moved their goods. Our collections plainly show this. Never in the history of our concern have payments been better.

Neither war, weather, wibbly-wabbling nor weak-kneeing has diminished the general prosperity of the Baker, Murray & Imbrie merchant and we have the documentary evidence to back up this statement right on our books!

Keep Your Eye on the Pay Envelope

This country's pay envelope has a mighty lot to say about the well-being of our U. S. A. at large—and it's a very substantial one just now. Salaries are good—wages are at their high-water mark. Unemployment is a word that is almost fading out of our national consciousness.

This condition cannot help but continue. There is a demand for goods of all classes in excess of visible supply. All industrial and commercial America feels the consequent heightened stimulation. The whole world is reaching out for goods—the manufacturer is bending all his energies to the making of his lines—the merchant is profiting by the increased pressure that is put upon his distributing; services—and workers of all kinds are receiving expanded rewards for their brains and labor. Thus a complete circle of prosperity is created with not one weak spot. Each factor is in a strong and healthy state.

Americans as a whole have a spending inclination. Not because we are a nation of spendthrifts—but because we have established by custom a high level of living that has ingrained in us fine standards of comfort and convenience. Americans demand good surroundings and aids for work and for play. And Americans meet a crisis such as the one that now confronts us not by curtailing, but by working and thinking all the harder to produce more wealth to meet national as well as private needs.

We Say—

that the dealer who in buying gives proper study to the wants of the community he serves—who looks for the new selling opportunities that new lines give—who keeps his head up and his eyes ahead will profit in the same expansive future that we ourselves are now preparing to share.

No. 172 JULY 1917

DEALERS' BARGAIN BOOK

Motorcycle and Bicycle Supplies

Comprising Numerous Odd Items of a Spring Clean-Up at Quick-Moving Prices

Baker, Murray & Imbrie, Inc.

THIS book is full of attractive merchandise for favorable mid-season stimulation. A post-card brings it by return mail.

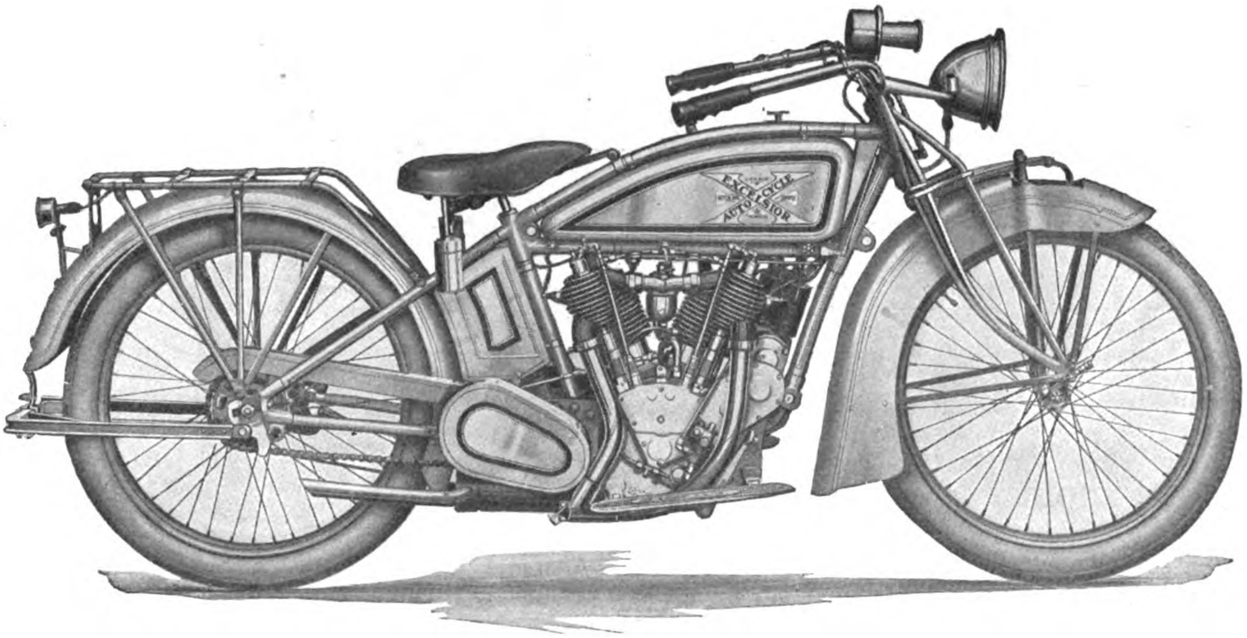
10-15-17 WARREN STREET, NEW YORK CITY

THE UNCERTAINTY IS OVER

The Numbers are Drawn and if you are not among those called for service you will not be during the present season.

If you are among the many who have been deferring the purchase of a new motorcycle, why wait longer?

Get that new



SERIES 18 EXCELSIOR

now and enjoy the maximum benefits during the real riding season of the year.

If your turn comes to serve your country later, your experience as a motorcycle rider will be vastly beneficial both to you and your country.

Therefore, you will combine enjoyment with preparedness.

See the dealer and get busy.

EXCELSIOR MOTOR MFG. & SUPPLY CO.

3703 Cortland Street **Chicago**

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.

Reaching the Millions

WE reproduce, on the opposite page, another one of the policy advertisements through which Goodyear is talking from week to week to the bicycle riders of America.

We direct your attention to this campaign because it is of such vital interest to every bicycle dealer in America, as well as to the rider.

Goodyear Blue Streak Tires are rapidly putting bicycle tire buying, generally, on a clean business basis. The rider need no longer buy in the dark. He may figure out for himself where the mistake was made in the past—why he was so often disappointed in his tires.

Goodyear explains in this advertising the modern and efficient way of making and selling tires.

And this great movement for *better tires cheaper* is making bicycling better than ever, everywhere.

Naturally, such a campaign helps the dealer. It means a bigger and better bicycle business.

Do you stock Goodyear Blue Streaks?

The Goodyear Tire & Rubber Company, Akron, Ohio

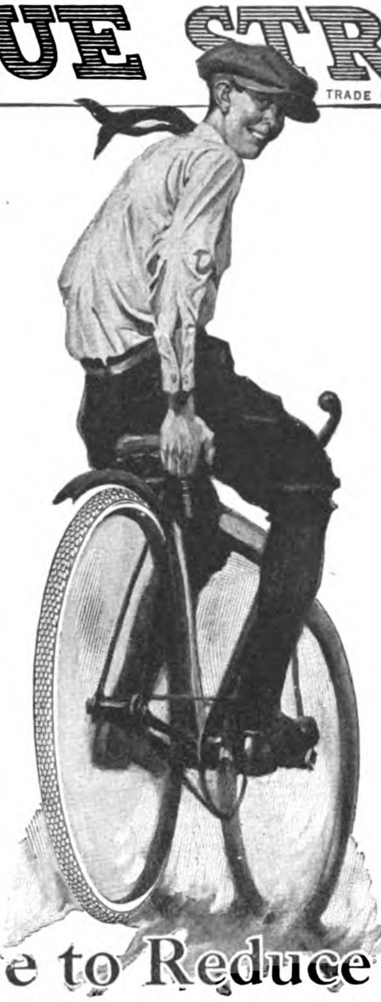
GOODYEAR

AKRON

BLUE STREAKS

TRADE MARK REG U S PAT OFF

WHEN the Government puts a stop to food speculation the public is pleased but the speculators are not.



WHEN Goodyear began giving better bicycle tires cheaper, not all dealers were pleased, but the bicycle rider was.

It Took Nerve to Reduce the Dealer's Profit

IT does not cost as much to make a good bicycle tire as some dealers' prices would lead you to believe. It is the needless profits consumed between the factory and the rider which have been to blame for the high prices of bicycle tires in the past.

Durable Tires Help You Save

You get more for your money in a Goodyear Blue Streak Bicycle Tire than in any ordinary tire. Goodyear Blue Streaks have tough, long-wearing treads with two reinforcing strips of rugged fabric under the tread. The tire body is two-ply and extremely stout. This makes Goodyear Blue Streaks rugged and strong and economical.

Lively Tires Help You Pedal

Goodyear Blue Streaks are not only long wearing but they are full of life. The two-ply tire body is laid in active rubber, making the tire elastic and quick. A high grade of fabric is used, immensely strong but not heavy. Such construction means resilience. Resilience makes pedaling easy.

The Goodyear plan of making and selling Blue Streak Bicycle Tires has finally changed this condition for the rider. You may now buy really good quality tires for as little as $3.25 each.

You have a right to know how most bicycle tires are sold. The dealer does not buy directly from the factory. Several profits are made before the dealer receives his tires. Then, too, most manufacturers make a great many brands of bicycle tires. That means their cost is much higher than necessary. And in the past the dealer has fixed his own prices and determined his own profits. The rider has paid what the dealer asked.

Goodyear decided to save the rider these wastes and needless profits on bicycle tires. The Goodyear dealer makes a fair profit on Blue Streaks. He buys direct from Goodyear. Goodyear makes only one tire, standard quality. Goodyear advertises the price of that tire to you.

Some dealers do not handle Goodyear Blue Streaks. They prefer to sell a tire on which they make more profit. So it took nerve to reduce the dealer's profit.

But the dealer who believes in giving the rider a square deal prefers to sell Goodyear Blue Streaks. He sells more tires in the long run at a smaller profit. And each tire makes a friend.

Blue Streaks Don't "Side-Slip"

Of course, you want a good non-skid tread. Goodyear Blue Streaks have this. Sharp-edged blocks of rugged rubber bite the road like teeth, under your weight. Press your thumb on a Blue Streak tread and you can feel the "bite" which prevents side-slipping.

Tires Must Look Good, Too

Goodyear made its Blue Streaks as good as could be. Then we added beauty. You can always tell a Goodyear Blue Streak by its handsome appearance. Your friends will admire these tires. Be sure your dealer gives you tires with the handsome Blue Streaks around the side.

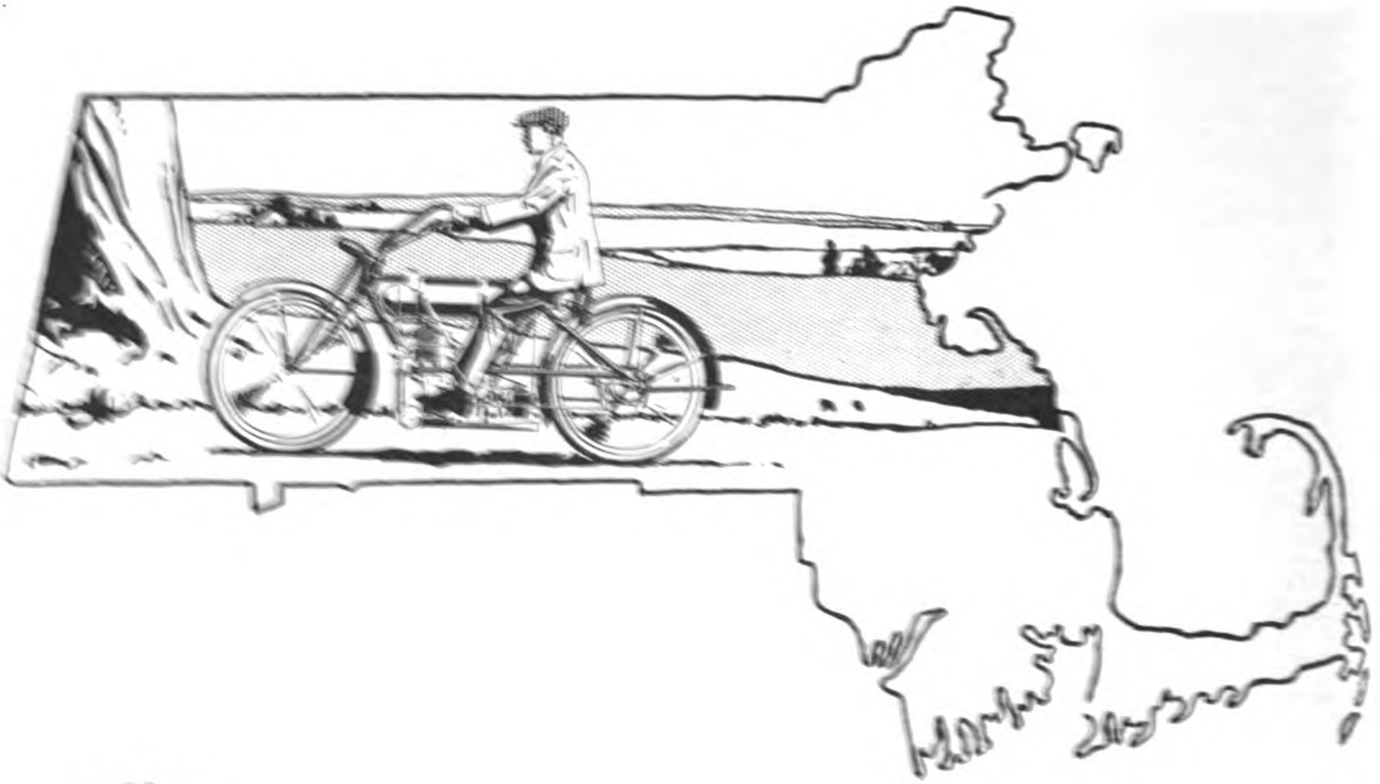
See your Goodyear Dealer or write The Goodyear Tire & Rubber Co., Akron, Ohio, for his address.

GOODYEAR

AKRON

The Cleveland

30 Dealers in 30 Days



75 MILES to the gallon

½ the Weight!
½ the Cost!

Our Expansion Permits New

Lightweight

In Massachusetts!

PUT YOUR FINGER anywhere on the map of the United States and we can tell you a thrilling romance of success selling the Cleveland Lightweight.

Men who ordered only a few Cleveland Lightweights—"to test it out"—have wired for carload shipments.

Their success is contagious.

All around them in their territory other alert dealers see the money-making opportunities and exclusive advantages of this scientific lightweight machine.

For example, in thirty days the Cleveland Lightweight, thru superior performance, won thirty new dealers in Massachusetts.

We can duplicate this swift rush for this fast-selling machine all over the country.

You can duplicate the success of these men right in your *own* home town.

Don't let your hard work go to waste trying to compete with this remarkable machine.

How can you overcome the exclusive advantages of this machine when it has better design; better construction; better materials, and better records of performance?

It is the only straight line worm drive.

It is one-half the weight and one-half the cost.

It is easier to ride; more economical; simpler to handle; easier on tires; goes farther on the smallest amount of fuel; and is supreme in many other respects.

People who never before thought of riding a motorcycle are buying the Cleveland Lightweight.

Do not confuse it with any motorcycle you ever saw—it is different and better. You never had a ride that serves as a comparison to the way the Cleveland Lightweight rides.

Do not let this golden opportunity pass—write at once for our dealer proposition.

Now is the time—now while people are trying to get the most for their money.

With the Cleveland Lightweight you can sell them the cheapest transportation on earth.

Write or wire us at once.

$170
f. o. b. Cleveland

The Cleveland Motorcycle Manufacturing Company
Cleveland, Ohio

The
Only
Straight
Line Worm
Drive

75 Miles to the Gallon

Dealers—Now is Your Opportunity

Three-Flag F

by Roy Artley on a stoc

Canada to Mexico, 1,667 miles in 3 days, 25 minutes

More than 555 miles per day for three consecutive days.

A victory of gameness and staying power of the rider, backed by the untiring dependability and high efficiency of four-cylinder power.

ecord Broken

our-cylinder Henderson

Cuts 8 hours, 50 minutes, from the best previous record.

HENDERSON
MOTORCYCLE
COMPANY
DETROIT

CHAMPION
Champion
Toledo
CHAMPION
REG. U.S. PAT. OFF

"Champion" on the porcelain protects you against substitution and is your assurance that your spark plugs come from Toledo

Dependable
Spark Plugs
come from
Toledo

Champion
Heavy Duty
Price $1.00

Proof?

The fact that the highest types of motorcycles leave their factories carrying Champion Spark Plugs as regular equipment. Motorcycle builders want their engines to render their utmost service and have learned by exhaustive tests that they do so with Champion Spark Plugs.

More Proof?

The fact that motorcycle owners, when they need new plugs, ask for Champion Spark Plugs.

Still More Proof?

Use the Champion Spark Plug specially designed to serve your motorcycle and see how much better they wear and perform.

The names listed below represent the highest types of motorcycles, and each and every one of them carries Champion Spark Plugs as regular equipment.

"Thor" Motorcycles
are equipped with Champion Mica, metric plugs.

"Cleveland Lightweight"
are equipped with Champion Mica, metric plugs.

"Dayton"
are equipped with Champion H. D., metric plugs.

"Harley-Davidson"
are equipped with Champion H. D., ⅞-18 plugs.

"Flying Merkel"
are equipped with Champion H. D., metric plugs.

"Schickel"
are equipped with Champion H. D., ⅞-18 plugs.

"Smith Motor Wheels"
are equipped with Champion H. D., metric plugs.

Champion Spark Plug Company
Toledo, Ohio

INDIAN DOMINATES!

No matter what use you care to put a motorcycle to—pleasure or utility—if you want the BEST you should own an Indian!

On all sides is continuous proof of Indian's leadership—a leadership built on sturdy service, worthy workmanship and conscientious construction.

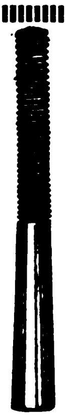
It is under gruelling, extreme tests that Indian shows its real quality—its real leadership—that's why Indian dominates on the road and in EVERY FIELD OF MOTORCYCLE ENDEAVOR.

Indian dealers enjoy all the fruits of this Indian supremacy in a volume of sales unapproached by any competitor.

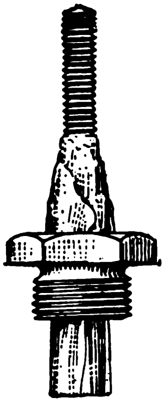
More reason why YOU should be an Indian dealer.

Indian

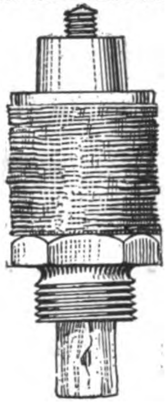
HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.



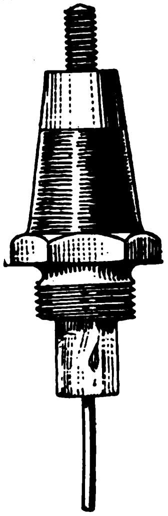
Bare Center Spindle



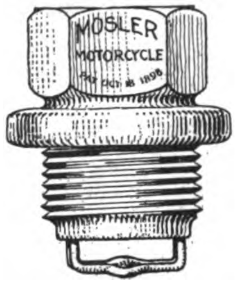
First Winding of Mica—with bushing forced on.



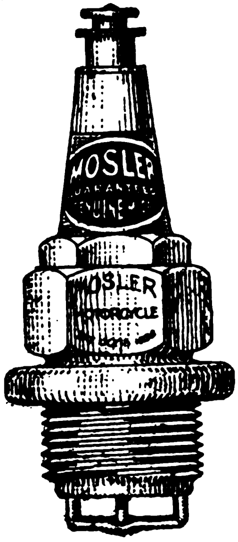
Mica Washers on center core—before being compressed and turned.



Completed Center Core — ready for final assembly.



The Finished Base.



The Completed Plug.

The Evolution of the Mosler VESUVIUS Motorcycle Plug

The air-cooled motorcycle engine is the hardest thing in the world on spark plugs. Its plugs are subjected to extremes of temperature and the jar and vibration of the small bore, high compression, high speed engine are terrific. It takes real quality—a plug especially built—to make good.

The Mosler Vesuvius is built to meet this strain.

The core is India Mica, wound laterally by hand around the center spindle.

Over this core thin mica washers are hydraulically forced. It is then turned down and shaped, giving a finished product, guaranteed not to absorb moisture or oil, and which cannot short circuit.

MOSLER
VESUVIUS
PLUG

Mica Insulation

Guaranteed to outlast the Motor. ***"The Indestructible Plug'***

Made in sizes
- **Metric**
- **7/8" A.L.A.M.**
- **1/2" Standard**

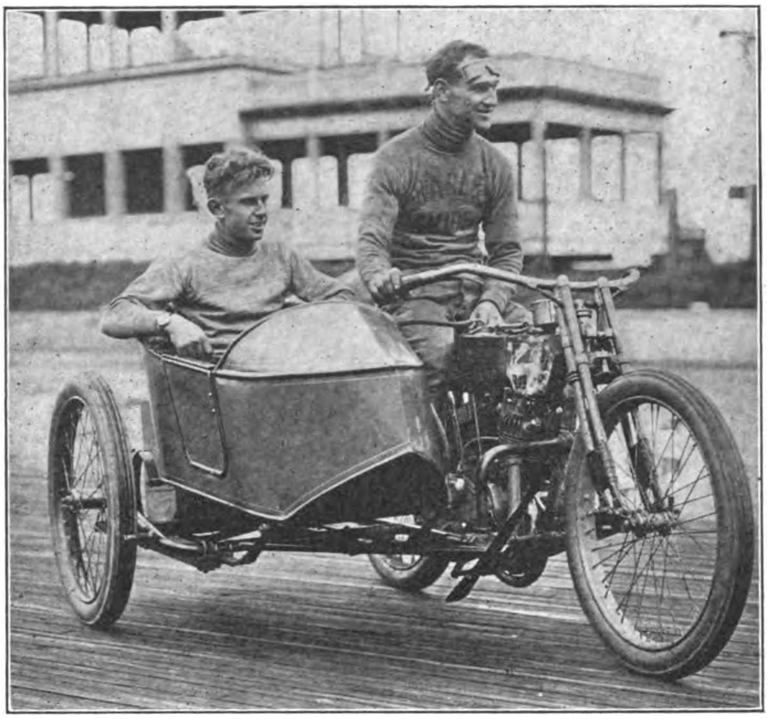
Dealers write for prices and sample plug

PRICE $1.00 Each

A. R. Mosler & Co. **New York, N. Y.**

The Triumph of Correct Design

OVER MAIN STRENGTH AND AWKWARDNESS



The supremacy of the ROGERS, all steel welded construction and scientific design was clearly demonstrated when motorcycles equipped with ROGERS, Light-weight, Light-running Sidecars won first, second and third place in the final and all elimination trials in the six-mile Sidecar Run at Sheepshead Bay, July 4th.

It is a significant fact that all the ROGERS Sidecars were attached to motorcycles, the manufacturers of which also build sidecars.

NOW FOR THE BIG PROOF

Otto Walker, the star of the Harley family, at Sheepshead Bay, July 20th, established a new World's 24-Hour Sidecar record of 1,158¾ miles.

He Used A ROGERS Sidecar

In preparing for an undertaking like this the big thing is to win and that the Rogers Sidecar was selected in preference to all others, even including that built by the manufacturers of the motorcycle, is an evidence of supremacy that no one can overlook.

Dealers: Think it over and write us for terms and territory.

ROGERS MANUFACTURING COMPANY

337 West Madison St. CHICAGO
Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.

WHEN

a driver like Cannon Ball Baker (the Great) can do 1,386¼ miles in 24 hours over a board track on one pair of United States 'Corrugated' Tires and not even wear off their corrugations, it speaks pretty well for the mileage-giving qualities of all United States Motorcycle Tires—the GOOD tires—doesn't it? And, mind you, he did this after having used the same tires for 509 miles before the start.

Super-wearing Quality like this is the sole reason for the popularity of United States Motorcycle Tires.

Take the 'Usco' Tread for example! Here's an ideal motorcycle tire that combines the best in long mileage-giving qualities and high anti-skid efficiency—a combination that's mighty hard to beat.

Specify 'Usco' Tires. They mean increased profits.

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World.

FOR THE RIDER

MOTORCYCLE AND BICYCLE ILLUSTRATED
NEW YORK

FOR THE TRADE

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising Editorial
H. A. WILLIAMS, Adv. Mgr. J. H. DONEHUE, Editor
G. H. JOHANSON E. F. HALLOCK, Assoc. Editor
H. P. FOX, Service Dept.

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 JULY 26, 1917 No. 30

Hawking by Motorcycle

How a Los Angeles Taxidermist and Museum Collector Employs the Power-Driven Two-Wheeler in Order to Bag Specimens of the Fleet Bird of Prey for Exhibition Purposes and Nature Study

Hard Practice Has Made Him Sufficiently Expert to Steal Up On and Snipe the Winged One from the Saddle of His Mount

By Juan Eduardo

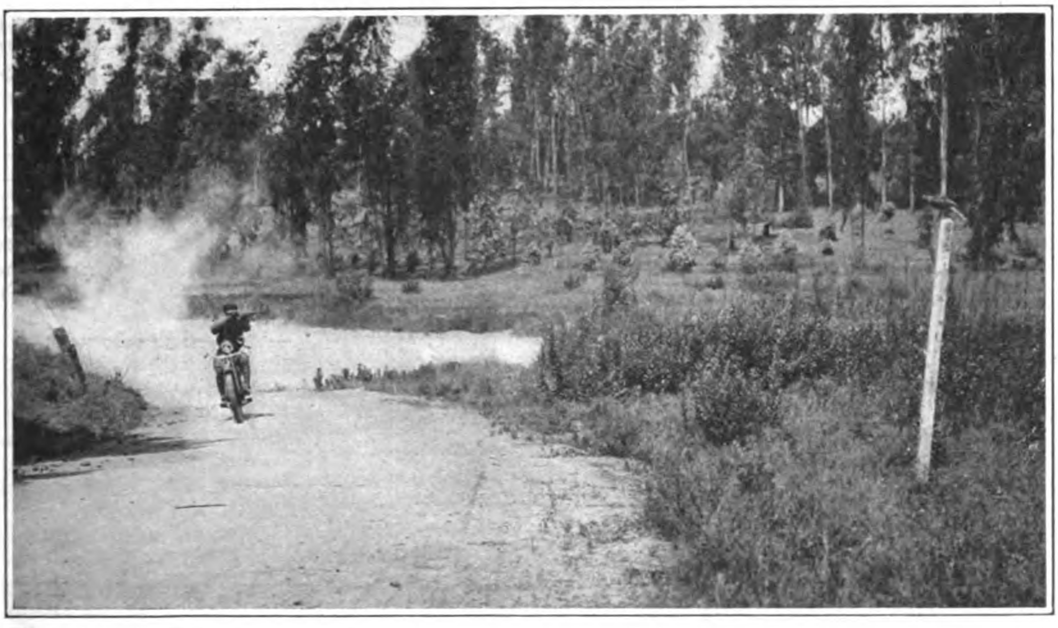
BACK in California, that Coast State where the "Native Son" is eternally starting something that is new and novel, one Everett Colburn has discovered a unique method of hawk hunting. Colburn, who is a taxidermist and museum collector, has discovered that by dint of careful practice he can land more hawks directly from the saddle of his motorcycle than by any other method he has employed for hunting the fleet, sly birds.

These large preying birds, which are much desired as mounted specimens for the adornment of halls, dens, etc., are difficult to approach. But Mr. Colburn, who is also a skilled motorcyclist, as well as a hunter and taxidermist, noticed that hawks would often sit on a fence post, or other perch within easy gun range of the highway, and remain undisturbed as he sped past on his machine.

With these facts in mind he conceived the idea that if he carried his shot gun on his motorcycle loaded with heavy shot, and ready for instant action, he would be able to bag many a bird that he would otherwise never get a shot at. He tried out the scheme, and it has been so successful that the hawk population of Los Angeles county seems to be endangered.

The shot gun is carried in a special clamp on the top of the gasoline tank of the machine, and is also secured to the hunter's body by means of an ordinary gun sling strap. Thus equipped the hunter speeds upon his quarry, and when within convenient gun range, lets go of the handle bars, grabs his trusty gun and fires.

As may be imagined this is a feat that no dub-motorcyclist would dare attempt. Most of Mr. Colburn's hunting is done in the rough and rugged portions of the county, where the roads are anything but good. He gets in his death dealing shot at a speed of 40 to 50 miles an hour.



Colburn Caught in His Motorcycle-Hawking Act

As It Used to Be

A Bit of Ancient History Covering Some Pony Express Trails Through the Western Plains

Crossing the Continent Now on Tried and Trusty Two-Wheeler Is Child's Play Compared to Pioneer Methods Through Virgin and Unsettled Country

By Robert Bruce

NOW that cross-country touring is rapidly increasing, and many of the old trails have become standard highways for motor travel, there is a great revival of interest in their historic features, especially between the Missouri River and the Pacific Coast. Perhaps the most picturesque development before the advent of the trans-continentatl railways was the old-time pony "Overland Express," about which there seems to be a surprising dearth of literature, as the searcher at any of the large public libraries will discover. But if, as a sort of forlorn hope, the inquirer will look up the old series of the Congressional Record for 1861 (then known as the "Congressional Globe"), he will find, beginning on page 1416, under date of March 2, reports of the legislative debates which led up to the authorization by Congress of the "new Central Route to California by Pony Express."

The first and most expensive postage across the continent by this means was $5 a letter; but still the correspondence was heavy for those days, and the project undoubtedly proved profitable to the carrier. The latter was known as the Russell Pony Express Co., and ran, in connection with the Butterfield Express Co., from St. Louis, over the "southern route" to the Pacific Coast across Kansas, New Mexico and Arizona, using at least some of the modern "Trail to Sunset." This was in the late 50's and early 60's, when the Union Pacific and the Central Pacific were building toward each other, but had not yet spanned the continent.

Carrying Mail Under Difficulty

Naturally the war of 1861-65 interfered with the regularity of the mail service over the southern route, and likewise did the Indians; so in time it was deemed expedient to select a more northerly route, which has since become well known as the Central Overland route, or "Overland Trail." At first the Butterfield Co. secured the contract, carrying a revenue, it has been estimated, of about $1,000,000 annually, but in place of the oiginal $5 per-letter rate, for the allied pony express, they agreed to carry letters for $2 apiece, the weight not to exceed one ounce. This contract formally authorized by Congress on March 2, 1861, was extended to June 30, 1864.

It was not all plain sailing, however, as the company's agents were often in trouble, especially with the Indians; at one time the situation became so serious that for weeks no mail could be carried overland, and so it had to be sent by the long sea route, via Panama. Using the same routes as the "Pony Express," but always lagging behind for days—or even for weeks—was the regular passenger and mail service, which was contracted to run from St. Joseph, Mo., on the Missouri River, to Placerville, Cal., about 150 miles east of San Francisco Bay, to which point the railroad had reached.

The Pony Express left St. Louis semi-weekly, and was scheduled to reach Placerville in ten days, the distance being approximately 2,700 miles, via Denver and Salt Lake City. This performance was notable as being the longest Pony Express in this or any other country, although in the matter of speed, for day and night traveling, it was not a remarkable average, being about 270 miles in the 24 hours. The fastest European Pony Express, in 6-mile relays, was from Dover to London about 100 years ago; the time was only 4 hours for the 80 miles—a rate of nearly 500 miles if kept up for the entire 24 hours, or almost double the western American speed. But the British ponies had a superb road to travel on then as now, while the American ponies usually had a mere trail—all dust in dry weather, all mud in wet weather.

Horses Give Way to Trains

Leaving St. Joseph every day but Sunday, the ordinary overland mail trailed sluggishly after the nimble pony; it was scheduled through to California in from 21 to 23 days, but it was often 30 full days on the way. In 1864 the Butterfield people were underbidden for the contract by Ben Holliday and W. B. Dinsmore, of New York, who formed the Overland Mail Co.; then the predecessor of the present Wells-Fargo Express Co., but only for some hundreds of miles, in the late 60's, instead of thousands—for as the years rolled by the steel rails had been creeping closer from the East and the West. The junction was effected on May 9, 1869, and the next day through mails were in transit all the way from the Atlantic to the Pacific, without transfer; this ended for all time the historical Pony Express. It was a thing of the past before the days of modern photography, and illustrations of it, except paintings, are rare; the seal of the Post Office Department is now the most frequently seen of all suggestions of the Pony Express era, though other mementos of the old days along the principal trans-continental routes are frequent.

Brinckerhoff a Pioneer

On March 23, 1913, E. A. Brinkerhoff, a pioneer in the West, where he rode the first pony express, died at his home in Englewood, N. J.; and during his lifetime saw the Pony Express replaced by a regular mail service, crossing the continent in less than 5 days. The story of his life reads like a romance. At the age of 16 years he took passage on the clipper ship Adelaide for a voyage around the world.

When the Adelaide changed her course on reaching San Francisco and returned to New York, Mr. Brinkerhoff decided to stay in California and became connected with the Wells-Fargo Express Co., acting as their agent in several of the mining stations in that State. He was also in that company's steamboat service on the Sacramento River, and in 1859 he carried the first package of letters from San Francisco to Sacramento, opening the first pony express service on the American Continent.

A Few Spare Links

IT sure is a great sight to witness a big road competition getting under way. If ever you saw a group of motorcyclists prepared for anything and everything, it is the competitors of such a run. Be it rainy, they are all dolled up in their Rainy Daisies, rubber coats, "Slickers" boots, chained fore and aft, sparkplugs taped up, mags shellaced and route cards under celluloid.

Be it a 24-hour contest, then you see extra headlights, swiveling so as to follow the road ahead or read signs, with a spare bulb or two, packed away carefully, or a trouble lamp for quick roadside repairs. It is the rider who is well prepared who wins endurance runs, and nobody knows it better than the veteran riders.

J'ever bump into a rock in the center of a road, on an up grade, in the dark? It was left there by some lad ahead of you who had to stop to make a roadside repair or adjustment, and who used the stone to block his wheels, then when repairs were completed drove off leaving the rock as a menace to those who followed. That is a dangerous and careless habit, one that we hope motorcyclists are not accustomed to doing. See that our score is clean in that regard.

Our Irish contemporary says anent some of the motorcycle military antics we are now indulging in: "When American motor cyclists find employment on active service as despatch riders they will learn that it makes very little difference where they carry their despatches. They can carry them in their hands, in their pockets, or between their teeth. The very last thing that is likely to happen to the despatch rider is to fall into the hands of the enemy, as their work will be entirely behind their own lines. We can forgive America these little foibles. They were our own less than three years ago, and those delightful little hints as to how to hide your despatch in your sock or in the lining of your cap were swallowed as eagerly by our embryo depatch riders as, apparently, they are now being swallowed in the States."

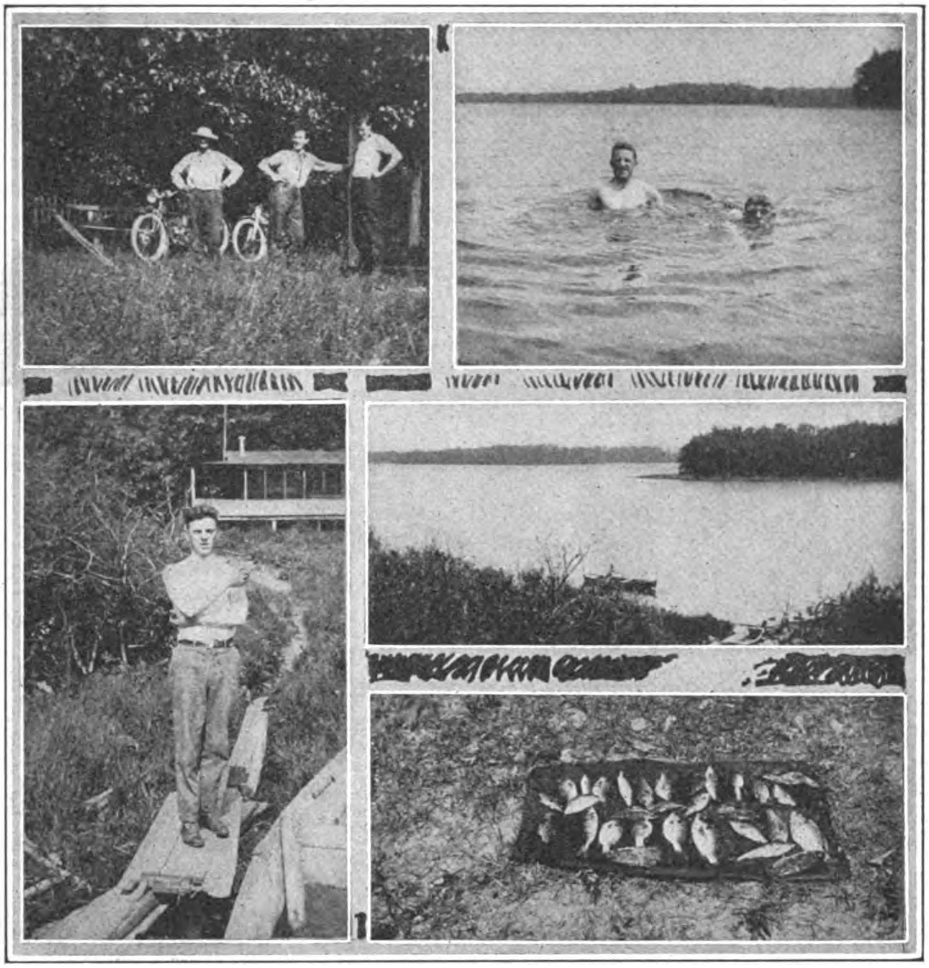
Motorcycle Week Ending

How Members of the Grand Rapids Club Employ Their Machines as a Means to An End and That End a Real Good Time Out of Doors

One Week-End Jollification at Lakeside Camp as An Example

By Tom Marton

IN nearly all well regulated motorcycle clubs there will be found one or two cliques of real dyed-in-the-wool fans, good natured from sunup to sundown, and always ready for a good time.



Five Angles of the Week-End Outing as Conducted by the Progressive Grand Rapids Motorcycle Club; Bathing and Fishing Are Favorite Pastimes of the Riders

And the bunch I have in mind, all members of the Old Guard of the Grand Rapids M. C., is no exception. Take the little week-end party we had one week in August last year as an example. We had such a particularly good time on this little trip that I remember it distinctly, and look forward to many more throughout the present season. There were six of us, and we all chipped in and bought enough grub and refreshments to last us throughout the stay. We shipped them out to our cottage, which is located eleven miles from the nearest railroad station.

Then, on Saturday evening after Red Heath got through his repair work on Excelsiors; Chipman knocked off tuning pianos, Blakeslee, being a fastidious bricklayer, was of the sort to shun work on Saturday afternoon; John Youngs, a trouble shooter, ceased to shoot; Byrne Hull and myself, both members of the S. O. R. (Sons of Rest), we met at Heath's place of business and hiked out for camp.

Everything went fine on the 30-mile trip to the cottage and we made it in so much less than an hour that I hesitate to write the exact figure lest I incur the likelihood of being termed a "speed hound."

When we arrived at the cottage—it's our cottage, by the way, the boys of our clique bought and paid for it—we found old Cy, who had brought down our provisions, there on the spot with a grand mess of fish which he had just pulled from the lake. But we needed milk, and it was three or four miles to the nearest farm house to get it. We drew lots and Youngs fell the victim. He tried to ride the distance but the sand was too deep, and after several spills which nearly cost us the milk pail, he decided to "hoof it." It was an hour and then some before he showed up and we sat down to eat.

The supper over, we drew lots to see who was to do the chores—that is wash the supper dishes—and Youngs' luck went back on him again.

In the meantime we commandered both row boats to go for ice. The ice house, about two miles from the cottage, is the only other building on this particular one of Michigan's many lakes. It was a bright moonlight night and we rowed all over the sheet of water, making the night hideous with our singing. Finally we arrived at the ice house, and sliding the heavy door back we selected several choice cuts, well smothered in sawdust, and rowed back.

Arriving at the cottage again we found old Cy and Youngs deeply absorbed in a game of cribbage and enlisted their aid in washing and cracking the ice and packing it in a barrel with the aforementioned refreshments, after which we all took a hand in the card game. Along about midnight cards grew tiresome and Red turned in, while Blakeslee thought a swim would be good for .his health. Chipman and I, in the meantime, began to pull an argument about motorcycles in general and also in particular. It waxed warmer and warmer until about 2 a. m., when it got too much for old Cy and he came out with: "Say, if you fellows are going to argue all night I'm going fishing." And he did.

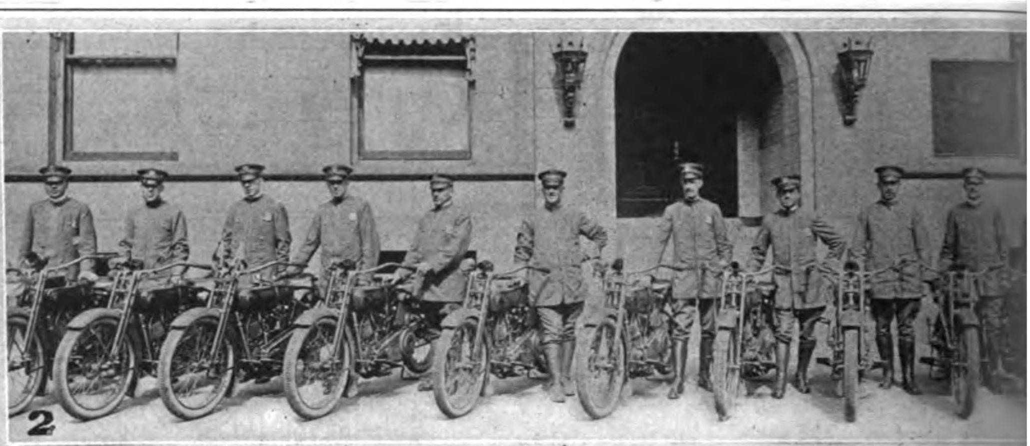
Finally Blakeslee came in dripping like a fish and crawled into bed with Heath, who in the meantime was in the deepest of deep slumbers. There was a great "hullabaloo" as might be expected, which ended in Youngs pulling the bed clothes off the pair and dowsing them both with a pail of ice water, a feat which netted him a bath in the lake, clothes and all. After that, all we young folks pitched into bed, closed our eyes and it seemed less than five minutes before old Cy woke us up by asking if we intended to sleep the rest of the day. We arose "en masse," so to speak, for no one would dare trust the others sufficiently to stay in bed while they were prowling around. To do so would incur a penalty such as Youngs paid for his ice water stunt.

A swim before breakfast just whetted our appetites and we pitched in on the bacon and eggs, and the particularly choice brew of Java which old Cy had prepared for us. We sat around a bit after wash-

(Continued on page 19)

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN



REEL 1, **Scene 1**—Miss Josephine Keene, of Corning, N. Y., who was the only girl to drive a machine in the local Gypsy Tour and come home with a perfect score.

Scene 2—Depicting the motorcycle squad of the Hartford, Conn., police department and their Harley-Davidson mounts, which are all equipped with Usco tires.

Scene 3—A Columbia Motobike enthusiast "doing his bit" in a war garden somewhere in Massachusetts.

Scene 4—Herbert Taylor preparing for a day's fishing at Swartswood Lake, N. J. Taylor uses his Excelsior on many such fishing trips.

Scene 5—A group of motorcycle enthusiasts of Camden, N. J., snapped at Somerville, N. J., while on a recent social run.

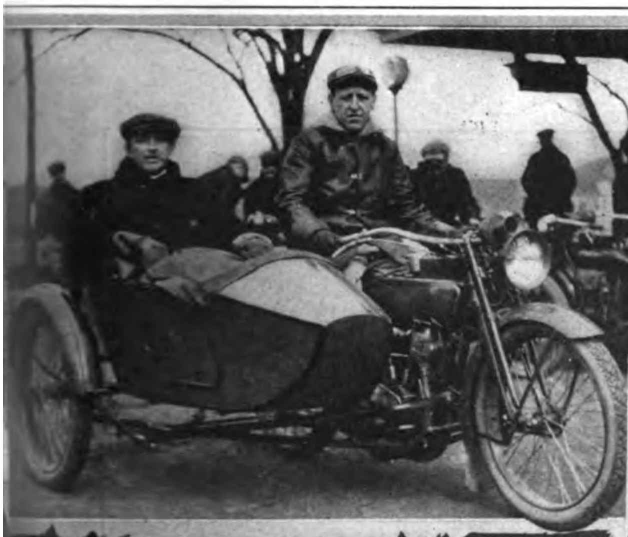
Scene 6—Two Indian boosters of Tacoma, Wash., who took part in a run to Grays Harbor a short time ago.

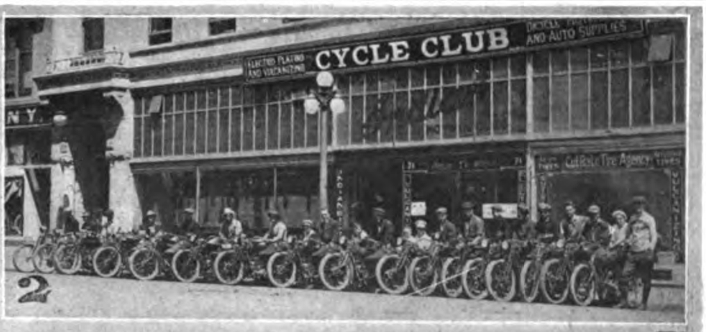
Scene 7—C. E. Denton, the Reading Standard agent at Ossining, N. Y., demonstrating the pulling power of the machine that is "built and tested in the mountains."

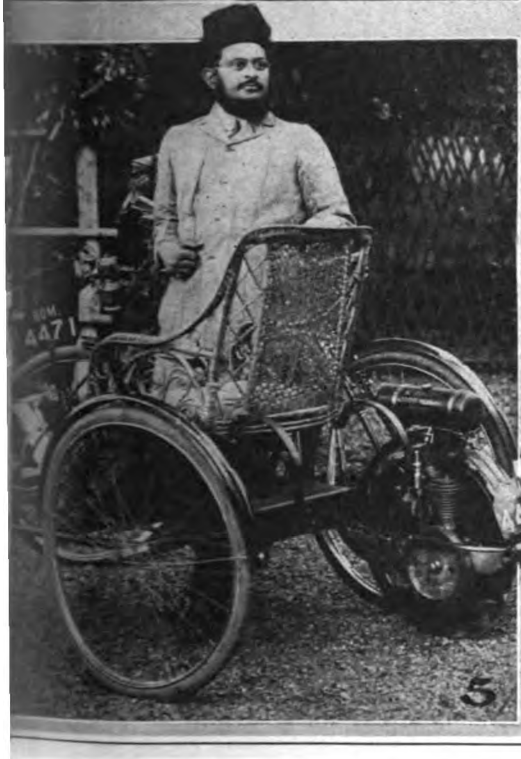
Scene 8—How C. E. Boyland, of Zanesville, O., carries his two beagles on the luggage carrier of his Indian when he goes hunting.

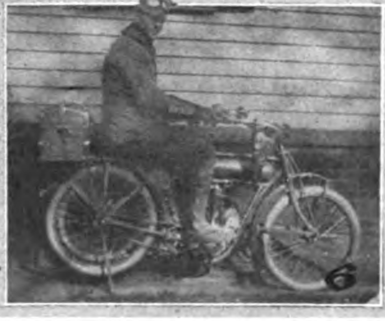
Motorgraph

PRESENTED IN TWO REELS ~ ~









REEL 2, Scene 1—John Paff, president of the Crotona M. C., and Tim Mahoney, in the sidecar, at the Pompton Plains check in the "Usco" endurance run held July 15.

Scene 2—Line-up of riders in front of the Cycle Club, which is sponsored by Yale E. Smith, Eugene, Ore. Smith, who is seen at the extreme right, is the Indian dealer, and all the machines in the photo are 1917 models.

Scene 3—Fletcher and Bucher lapping Stowhl in the 10-mile event at the Coshocton, O., races on July 4th.

Scene 4—A Dayton Motor Bicycle rider at the Wilbur Wright aviation field near Dayton, O., where Uncle Sam's boys are now training.

Scene 5—Hoosami Ahai Esoofally, Dutch Road, Surat, India, with his touring outfit which utilizes the Smith Motor Wheel as its power plant.

Scene 6—A Pope lightweight enthusiast, F. Lee Keator, of Margaretville, N. Y., who has ridden his machine between six and seven thousand miles.

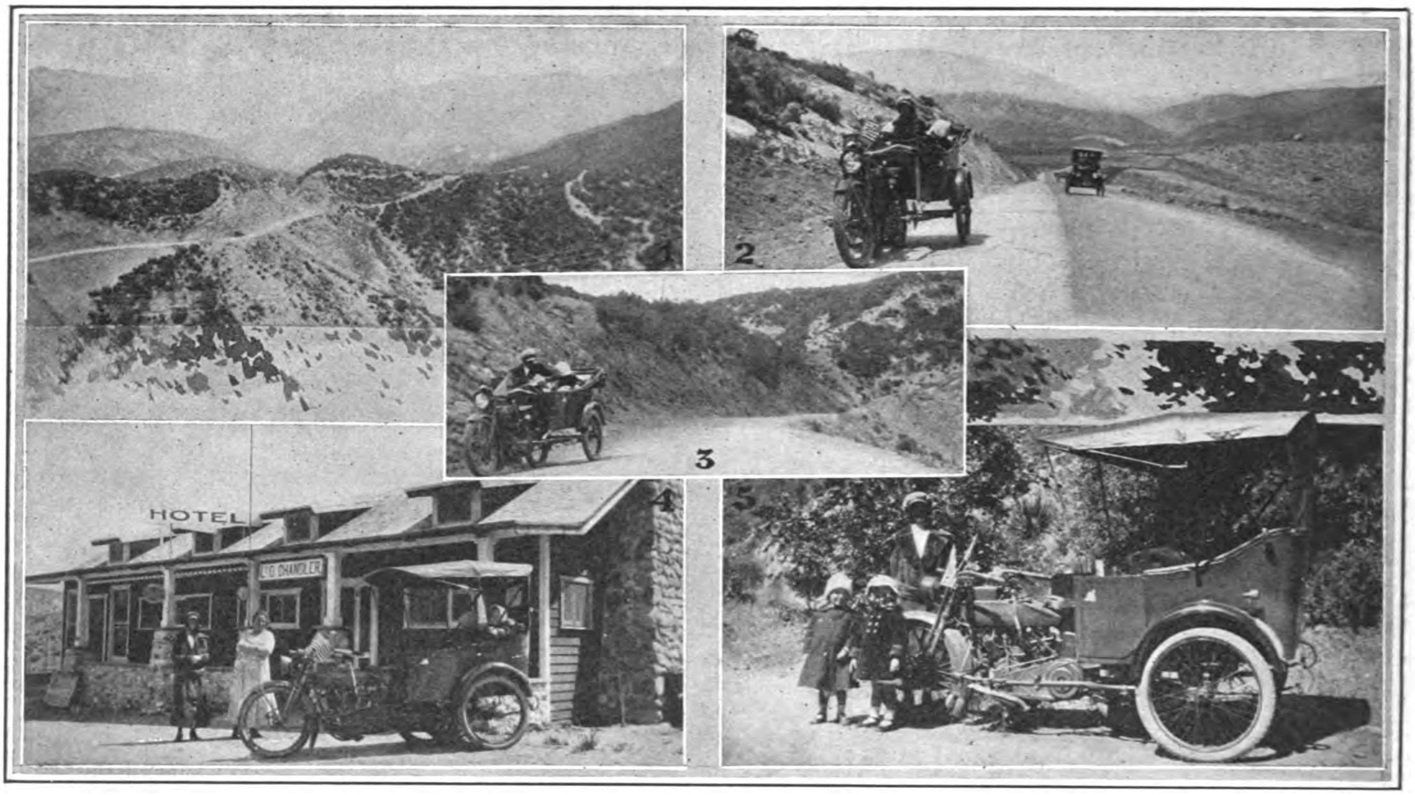
Scene 7—From right to left are seen: Don Johns, Charles Kels and Fred Ludlow, who took first, third and second places, respectively, in the Santa Maria Fourth of July races.

Cygnet Mountaineering

Being the Tale of a Trip from Los Angeles to Bakersfield Made by a Family of Four on a Harley-Davidson with Rear Car Outfit

Neither Desert nor Grade Interferes with Trip's Progress

By F. E. LOCKHAL



1, An Impressive View of the Ridge Route; 2, Looking from North End of the Ridge into Tejon Pass; 3, the Harley-Davidson and Cygnet Combination at the Summit of the Pass; 4, a Stop at the Wayside Inn at Chandlers in Tejon Pass; 5, the Happy Youngsters and Friend Wife Look Pleasant in Boquet Canyon While Papa Takes the Picture

TIME was when to go from Los Angeles to Bakersfield in any sort of conveyance in less than three days was something to boast of for a long time. When automobiles did it in two days it was a record. By motorcycle it was a nightmare until the state highway was paved between Tejon pass and Bakersfield and the Ridge Route pass carved out along a range of mountains. Now, by the best route, it is an easy day's journey, but, by way of the desert, either through Tehachapi pass and the east end of the Antelope, or via Boquet or Mint passes and the west end of the Antelope is yet to be dreaded.

E. W. Richardson of Point Firmin, near San Pedro Harbor, about 30 miles south of Los Angeles, recently added a Cygnet rear car to his good old Harley-Davidson three-speed, so as to take his wife and two children on his tours, and straightway decided to tour up the center of the great state of California to Bakersfield, the center of the oil industry.

Wishing to show his family as much scenery as possible he went through Boquet canyon and the west end of the Antelope wing of the Mojave desert joining the state highway near Tejon pass, where the lofty Sierra Nevada range joins the coast range of mountains. This required crossing the Santa Monica Mountains through Cahuenga pass and San Fernando Mountains by Fremont pass, but this is all paved and of easy grades.

At Saugus, in the Santa Clara, he pointed his good old Harley-Davidson and Cygnet north into the lower Soledad, then through Texas canyon into the winding Boquet canyon, with stiff climbs for many miles and several fords. In the high mountain vale of Elizabeth he again encountered a climb over the desert mountains into the Antelope, and then followed the old desert road through occasional soft sand through Fairmount, Nenach and Bailey's, the desert stage stations, striking the new state highway at Quail Lake, one of those queer desert sinks where mountain streams stop and no fish live.

Now the Richardsons were on good roads again though with plenty of climbing up into the Tejon pass, but once over the summit at 4230 feet it was all down hill ten miles or more to the desert on the north side, but with plenty of shade and a bubbling brook and good camping places.

Here they tarried a while and lunched as all good travelers should do. North of the Tejon, the state highway has taken that awful sand out of the desert and dropped instead some thirty odd miles of the fastest boulevard on earth where the auto stages hit a 70-mile gait every trip. Along this great bridge over the desert with top of car up, Mr. Richardson's little family could study the desert and never worry. And all too soon the Cygnet's passengers were in Bakersfield.

After the visit in the Oil City was over the return trip was begun, this time to follow the Ridge Route south of the Tejon and see the 29 miles of winding mountain top road, one of the most novel journeys to be had anywhere. Bakersfield was left at 9:30 in the morning. There was a stop for lunch in the Tejon pass and the summit was passed at 12:30. Then after reaching the ridge there were frequent pauses to enjoy the views, some points where a dozen ranges of mountains could be seen at once, other points where one can look down into the deep, dark canyons and be thankful to be on the ridge with its wide trail. Here many photographs were taken and the little tots learned more geography than they will out of books for many a year.

Reaching pavement after getting out of the ridge, Los Angeles, 35 miles farther, was soon reached and home at Point Firmin, above San Pedro Harbor at 6:30 that afternoon.

More About Kerosene

Some Added Suggestions for Cutting the Cost of Motorcycle Operation by Substituting the Cheaper Heavier Fuel for Gasoline

How the Double Tank Aids the Would-Be Experimenter

By George M. Johnson

SINCE preparing the article on experimentation with kerosene as a fuel for use in running a motorcycle motor, which was published in the February 15 issue of MOTORCYCLE AND BICYCLE ILLUSTRATED, one or two other ideas regarding the same have come to my attention. At the time the experiments were in progress—the latter part of the summer of 1916—I had not seen the 1917 model Indian and therefore did not know of the new type gasoline tank with two separate compartments, each having its own shut-off valve and feed to the carburetor, as is now standard equipment for 1917. I cannot state how many other makes have some such arrangement of fuel feed, but undoubtedly the practice will soon be universal, if not already so.

In any case, the point I wish to emphasize is that such a type of tank and fuel feed provides an absolutely ideal opportunity for all sorts of experimenting as regards fuel mixtures and mileage that can be obtained from a definite supply of any fuel. A pint of gasoline could be put in one compartment, the other being full, and the rider would then have means of returning when he had found exactly how far the pint would carry him.

Use of Double Tank

One compartment can be filled with gasoline, the other with kerosene. Then by a judicious manipulation of the shut-off valves, the rider can deliver to the carburetor any desired mixture of the two fuels, or run on either one alone. And, best of all, he has at his disposal the means for starting on gasoline and running on that fuel until the motor is well heated, after which he can cut down on the gasoline feed and turn in a little kerosene, continuing that process until, if he so desires, he is feeding pure kerosene to the motor.

In my kerosene experiments I was greatly handicapped by not having the double compartment tank, and, of course, had no way of warming the engine on pure gasoline until such time as it was able to vaporize properly the kerosene-gasoline combination. My principal objection to the use of the high percentage mixture lay in the difficulty experienced in starting, a difficulty which one would not—perhaps I should say *need* not—experience if he had a machine with the two-compartment tank.

Right here comes up a point about which the experimenter would have to be careful. If a motorcyclist is trying the scheme out and is running his machine on a high proportion of kerosene, depending on the gasoline compartment to provide a starting fuel, he must remember to shut off the kerosene valve and open the other long enough before reaching a stopping point to burn up the fuel already in the carburetor and thus fill the latter with the more volatile liquid. Otherwise, when he stops, the carburetor will contain a mixture that will absolutely refuse to vaporize in anything less than a hot motor, leaving the unfortunate rider reduced to the cruel extremity of draining the carburetor of that fuel and replacing with gasoline before he is able to proceed.

On Pure Kerosene

Another thing to bear in mind is this: A rider with one of the new divided tank machines will probably find that the engine will run on a very high percentage of kerosene—I have talked with one rider who has already tried this, and he reports that he ran on *pure* kerosene, the gasoline feed tightly closed—but he should not expect his motor to run at very high speed on such fuel. Even in hot weather and in a hot engine, kerosene, or a high percentage kerosene-gasoline combination, will not vaporize any too well. With the motor turning over fast—say, a road speed of forty miles an hour—the juice comes through the manifold too rapidly for it to have time for complete vaporization. The result will be irregular running of the motor and greatly decreased efficiency; there will be a limit in speed above which the fuel will not vaporize.

In this connection it might be worth while to sound a warning against some dishonest dealers in gasoline. In more than a few filling stations the practice has been adopted of mixing the gasoline with kerosene before selling it to the consumer. If you are having extra trouble with your fuel in cold weather, this *may* possibly be the cause. With kerosene selling at ten cents a gallon and gas at two and a half times that figure, or even higher, there is a big profit in dumping a gallon of kerosene into every two or three gallons of gasoline sold.

Watch for Frauds

I am perfectly willing to feed a kerosene mixture to the motor, when said operation is done for my own profit, but I certainly do object to the proprietor of a filling station fattening his wallet by that process. I read in a New York paper not long ago of one filling station where pure—in a way of speaking—gasoline was on sale at the regular price, but the canny proprietor had his own private kerosene mixture, which, under a fancy name, he recommended to his patrons as a higher grade of gas than the average, and which he had the nerve to sell at a price several cents a gallon above that of the other fuel. Lacking, as we do, any genuine standard for stating positively just what gasoline is or is not, the selling of an inferior quality of fuel becomes altogether too easy a proposition. It provides us with another illustration of that popular American pastime—stick the ultimate consumer!

THE KID HAS GONE TO THE COLORS

The Kid has gone to the Colors,
And we don't know what to say;
The Kid we have loved and cuddled,
Stepped out for the Flag today.
We thought him a child, a baby,
With never a care at all,
But his country called him man-size,
And the Kid has heard the call.

He paused to watch the recruiting,
Where, fired by the fife and drum,
He bowed his head to Old Glory,
And thought that it whispered: "Come!"
The Kid, not being a slacker,
Stood forth with patriot-joy
To add his name to the roster—
And, God, we're proud of the boy!

The Kid has gone to the Colors;
It seems but a little while
Since he drilled a schoolboy army
In a truly martial style.
But now he's a man, a soldier,
And we lend him a listening ear,
For his heart is a heart all loyal,
Unscourged by the curse of fear.

His dad, when he told him, shuddered;
His mother—God bless her! cried;
Yet, blessed with a mother-nature,
She wept with a mother-pride.
But he whose old shoulders straightened
Was Grandad—for memory ran
To years when he, too, a youngster,
Was changed by the Flag to a man.

—*Motor World.*

MOTORCYCLE WEEK-ENDING

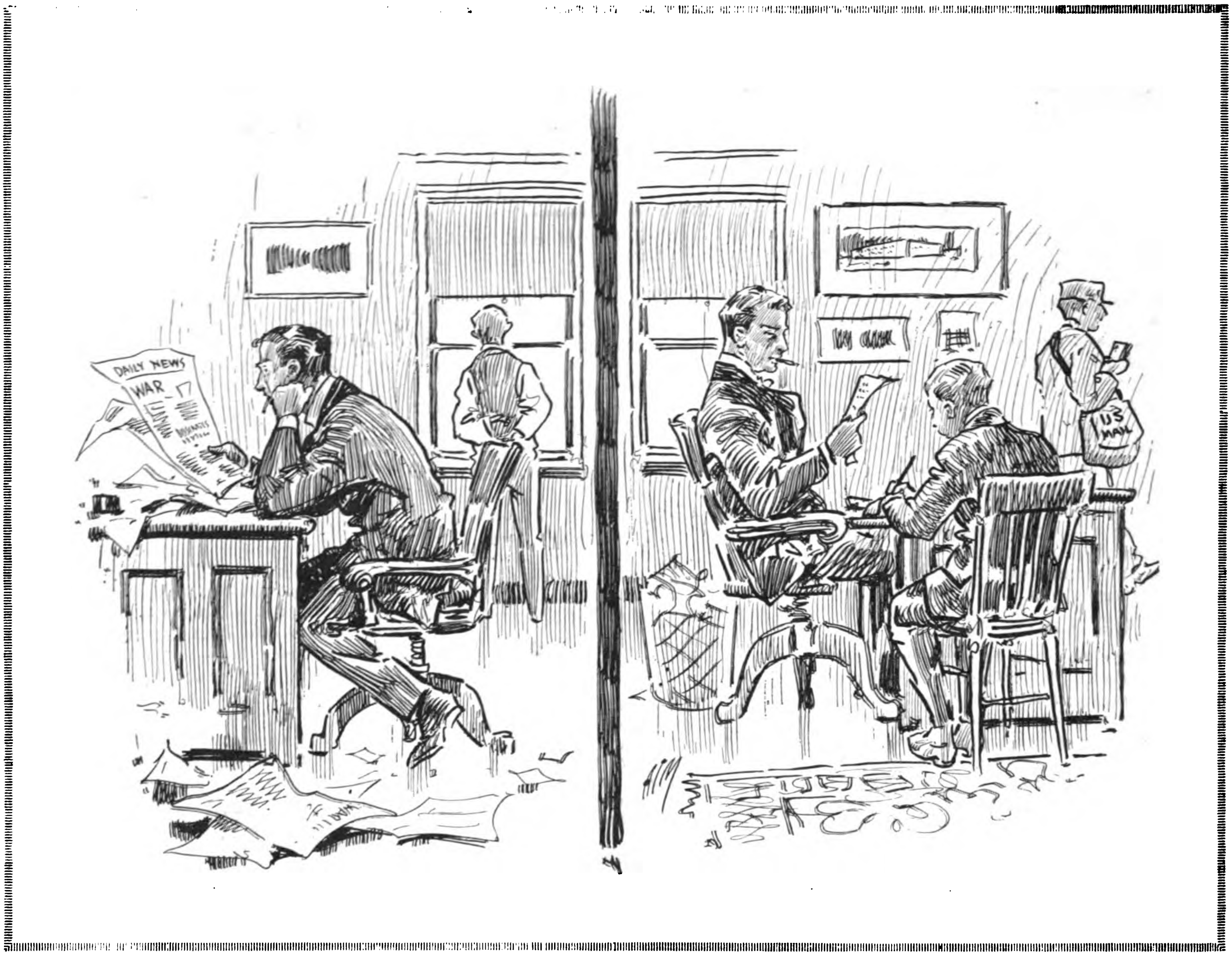
(Continued from page 15)

ing the dishes and then acted on the suggestion of Byrne, mounted our machines and started on a trip to Gunn Lake, a Summer resort a couple of miles away.

We did what there was to do at Gunn Lake, which wasn't very much for a crowd of fellows who were after real sport, and then came back again to our own sheet of water, and found old Cy all ready with his rig to drive the eleven miles to the railroad station. He had to leave early for his nag was no winged "Pegasus" and he was in hopes of getting home in time for supper. We saw him off and then went fishing. Red and I fished and landed a nice mess of blue gills and five nice black bass. The rest of the fellows had a swim and a gabfest, after which we all pitched in, put the cottage in order, and started on our way back to town.

EDITORIAL

"Business as Usual"—and in Some Cases More So!



WE can't dodge facts. The man who tries to is using up a lot of energy that could be better applied otherwise. The facts are bound to get to him in the end; and when they do he will realize that he wasted considerable time in beating about the proverbial bush when the true situation was at all times as clear as day before him.

A few cycle dealers have been disturbed by America's entry into the world war, and have begun to tell themselves that it is useless to expect satisfactory business under such circumstances—dodging the fact, mind you, that their competitors around the corner, in the next town and all over the country are selling motorcycles, bicycles and accessories as fast as they can get them. That's costly dodging. It keeps the finicky dealer in a state of morbid uncertainty and prevents him from putting his best efforts into his business. He's so busy convincing himself that his original forebodings were correct and justified that someone else has to step in and do the selling. A dealer who is worrying himself thin with the hallucination that the country is going to the demnition bow-wows certainly is in no mood to accept ready cash across his counter. He's looking and thinking in the other direction.

So as a matter of plain business common sense it behooves all of us to drop conjecture and look at the cold facts.

Business is going on quite as usual. If we keep that in mind and put forth our customary sales efforts we will find that in every way 1917 is as good a cycle year as 1916,—and a better year in many districts. Anyone who holds a contrary opinion, in the face of easily obtainable figures, is, in the parlance of the day, "bucking his own game." The facts show that this is an active season for cycle agents, that there is a healthy demand and plenty of money to back it up. Let's proceed on that line.

LATE NEWS

24-HOUR SOLO AND SIDECAR RECORDS SMASHED; HARLEY-DAVIDSON RIDERS ROLL UP HIGH MILEAGE

Leslie Parkhurst Sets the "Twice-Around-the-Clock" Solo Mark at 1,452¾ Miles, Also Clipping Baker's 500 and 1,000-Mile Times; Otto Walker and Carl Lutgens Bring the Sidecar Mark Up to 1,158¾ Miles; Equipment Played a Big Part in the Record Trials

By E. F. Hallock

SHEEPSHEAD BAY, N. Y., July 20.—Two Harley-Davidson riders, Leslie Parkhurst and Otto Walker, riding together on the two-mile board speedway here during the past 24-hours, smashed four world's motorcycle records. Parkhurst hung up a new and phenomenal record of 1,452¾ miles for 24 hours of travel on a solo machine, breaking the mark set by E. G. Baker on the Cincinnati speedway three weeks ago by 66½ miles.

Incidentally, Parkhurst hung up a new time of 7 hours 35 minutes 17 seconds for the 500 miles and 17 hours, 8 minutes, 28 seconds for the 1,000 miles, beating the former records for these distances which also were held by Baker, by 1 hour 3 minutes 13 seconds, and 18 minutes 2 seconds respectively.

Walker, for his part, clean knocked the spots out of the 24-hour sidecar record, set up a month or so ago by C. F. Bruschi, who traveled an even 1,000 miles within the allotted time. Walker drove his Harley-Davidson-Rogers sidecar combination, with Carl Lutgens as passenger, 1158¾ miles in the 24-hour interval.

The riders have been making most elaborate preparations for the record trials during the past week, the total expenses attaching to the event being borne by George E. Wood, who is head and shoulders of the Harley-Davidson Motorcycle Sales Co., New York distributor for the Milwaukee-made machine. It had been planned to make the start at 4 o'clock yesterday afternoon, but threatening weather coupled with a leaky tank discovered at the last moment in Walker's machine caused a postponement for a couple of hours. It was not until 7 o'clock that every last detail insuring the success of the trials had been arranged and Referee Tim Mahoney fired the starting shot.

Leslie Parkhurst Snapped at the Finish of His Record Ride at Sheepshead

Parkhurst made the first lap of the course in 1 minute 30 seconds flat and covered an even 68 miles in the first hour of running. This speed was somewhat slackened during the second hour by a stop for a rear wheel change made necessary by a puncture so that his mileage fell off to 62. A flat tire during the third hour also brought down his mileage to the 62-mile point.

Resumes His Speed

Absence of trouble permitted him to shoot up his mileage to 64 during the fourth hour and 70 miles during the fifth. At 11:57 Parkhurst, having covered 321 miles, came in for gas, which, coupled with the fact that at 12:55 a. m. his rear shoe went flat, once more causing a 7 minute stop, brought down his 6th hour mileage to 64 miles. He bent to it again during his 7th hour and rolled off 72 miles, but shortly after two o'clock the threatened rain began to fall and he slowed his pace during the 8th hour to 46 miles.

At 2:35 a. m. Parkhurst finished his 500th mile, eclipsing Baker's record for the distance. At 2:38, two laps after breaking the 500-mile record, he stopped once again for gas and a bite to eat, and was away again in 9 minutes. At 2:55 it began to rain hard and at 508 miles Parkhurst came in quite discouraged. He laid off for 35 minutes, starting again at 3:30, so that his 9th hour mileage fell off to only 18.

It rained so hard during the 23 minutes he was riding that his plugs became wet and he limped home on one cylinder at 536 miles at 3.53 a. m. He did not ride at all for more than an hour, starting on the track again at 5:26, despite the fact that the track was so slippery that one could scarcely stand on it without falling. The rain, in the meantime, let up and Parkhurst hit it out at a better than 70-mile clip, and made 44 miles for the 11th hour, although he rode actually only 34 minutes.

Parkhurst, during the early hours of his ride, realizing that it was essential to lay down on his machine and pile up the mileage during the hours of darkness while he was still fresh, had hugged the tank right up to the point where the rain called him off. He had been fairly well discouraged in the more than two hours he lost and was on the verge of throwing up the attempt. But his faithful seconds urged him on and, bending low, he gritted his teeth and set to the arduous task of maintaining an average speed of better than 65 miles throughout the remainder of the day, a feat he knew

(Con. on page 26)

ARMY CONTRACTS FOR 4,000 MOTORCYCLES

War Business Totaling $988,000 Split Between Indian and Harley-Davidson Factories; Sidecar Order Expected Momentarily on Bids of June 13

CHICAGO, Ill., July 18.—Contracts for $988,000 worth of motorcycles for army duty were awarded today by the War Department on bids submitted at the General Depot of the Quartermaster's Corps here on June 13.

The contracts, which call for a total of 4,000 three-speed twin machines, were split between the Indian and Harley-Davidson factories, the Hendee Mfg. Co. receiving a contract for 2,500 machines and the Harley-Davidson folks an order for 1,500. The motorcycles are to be bought at a uniform outside price of $247 apiece, a price which was agreed upon in a conference between representatives of the Government and the respective motorcycle factories. It is also understood that the bulk of machines called for in the huge order will be delivered just as fast as the factories can turn them out. The total number of machines are to be ready for Government use within four months.

The motorcycles will be used as a part of the equipment of the fighting forces in France, as well as for transportation service in the army concentration camps before the troops are sent across. The contracts call for some slight modifications of the present models in accordance with the standardization plans drawn up at a meeting of engineers representing the motorcycle industry and army officials which was held in Washington on June 28 and duly reported in a previous issue of MOTOR CYCLE AND BICYCLE ILLUSTRATED. Spokes, hubs, rims and sprockets were standardized at that meeting.

The original order given by the army asked for bids on from one to 5,000 solo motorcycles and from one to 5,000 sidecar combinations, and it is quite to be expected that contracts for the balance of the order will be awarded within the next few months.

ARMY CALL!

Transportation Bureau Recruiting Motorcycle Company at Ft. Sam Houston

WASHINGTON, D. C., July 23.—The Transportation Bureau Quartermaster's Corps has sent out a call for motorcycle riders to join a special motorcycle company which has just been created under a new regulation. Recruiting for this new motorcycle division will be in charge of the Quartermaster at Ft. Sam Houston, San Antonio, Tex.

The plan calls for the immediate recruiting of motorcycle riders for such service as they can render astride their two-wheelers. Motorcyclists who are desirous of signing up for this new line of army activity should get in touch at once with the Quartermaster at Ft. Sam Houston, giving full information as to age, dependents, if any, experience and general qualifications for military work.

AMMUNITION TRAIN

Call for 41 Competent Riders for New Iowa Military Body

DES MOINES, Ia., July 23.—The Iowa ammunition motor train now being recruited here, and which will be 800 strong, is to be equipped with 41 motorcycles and sidecars. The ammunition motor train is to be used for overseas service and the details of the recruiting are being worked out by Major E. C. Worthington, who has issued a call for competent motorcycle men. Besides the motorcycles and sidecars there will be 324 cargo trucks, 24 tank trucks, 13 mess trucks, 12 light trucks, 15 automobiles, three spare artillery guns, three spare storage wagons and 20 machine guns.

McNEIL STILL IN BRITISH HOSPITAL

OTTAWA, Ont.—The Canadian Militia office provides the information that Private J. A. McNeil, formerly of the 166th Canadian Battalion and later a despatch rider with the Canadian Overseas Army, is still confined to a Canadian military hospital in England after six months' treatment following a leg amputation. McNeil is better known as the former Excelsior and Cyclone motordrome racing star. He was racing at the Toronto motordrome when he decided to enlist. He is a Canadian by birth but had become famous on American tracks. Friends may write to him, addressing Private J. A. McNeil (669), Moore Barracks Hospital, Shorncliffe, England.

6 MACHINES FOR AVIATION SCHOOL

OMAHA, Neb., July 23.—The Fort Omaha aviation training school has been fitted out for experimental purposes with six modern motorcycles. The equipment is made up of two each, Excelsiors, Indians and Harley-Davidsons.

CALL FOR 57 MILITARY MACHINES

SAN FRANCISCO, Cal., July 23.—Bids for 57 motorcycles have been asked for by the Quartermaster's Department of the U. S. Army, Western Department. The machines are to be used at the Palo Alto cantonment.

STANDARD GETS LLOYD RIGHTS

CLEVELAND, O., July 23.—The Standard Parts Co., maker of Stanweld tubing and other parts which enter into the construction of both bicycles and motorcycles, has purchased the rights under the Lloyd patents covering gas welding of steel tubing, which are considered to dominate the tubing field. The patents are shared by the Standard Welding Co. with the Elyria Iron & Steel Co. The immediate reflection of the acquisition to the rights will take the form of a large extension of the Stanweld tubing business.

AUFERO ON ITALIAN COMMITTEE

BROOKLYN, N. Y., July 23.—Emil Aufero, who is head and shoulders of the E. A. Laboratories Co., maker of E. A. warning signals and similar products, has been honored by being appointed to an important post on Mayor Mitchel's reception committee to the Italian Embassy. Mr. Aufero has been busy on this civic service for the past few weeks.

NEW PISTON RING MAKER

PITTSBURGH, Pa., July 23.—The Iron City Products Co. has been formed in this city for the purpose of manufacturing a new and patented leak-proof piston ring which will be marketed under the trade name "I. C. P." The moving spirit in the enterprise is Ed. McCoy, a local banker of note.

PARRISH DROPS IN

Goodrich Touring Bureau Man Completing Bordering Trip

NEW YORK, July 24.—R. B. Parrish, who, astride a Harley-Davidson motorcycle, does all of the outdoor work in connection with the touring bureau maintained by the B. F. Goodrich Co., dropped in on New York today. Parrish is on the last leg of a trip which carried him to all four corners of the United States, a trip which he will have completed when he reaches Plattsburg, New York, within a day or two.

The intrepid Harley-Davidson rider has just come up the Atlantic Coast from a short stay in Florida. He described graphically the trials and tribulations of the rider who goes back away from the settled districts in Florida, or who attempts to cross the Everglades on the so-called present day roads. After a short stay in Plattsburg, Parrish will start out once more to make one of his two yearly transcontinental trips.

CHANGES IN INDIAN CHICAGO STAFF

CHICAGO, Ill., July 23.—Wilbur Reichert, who has been roadman for the Hendee Mfg. Co.'s branch at Chicago, has been appointed manager of the Garfield Boulevard branch of the Edwards-Crist Mfg. Co. L. M. Stafford, who is cashier of the branch, has just returned to work after several weeks' confinement with a bad attack of pneumonia. F. L. Hunt, who formerly was with the Minneapolis agency for the Indian, has joined the Edwards-Crist Mfg. Co. as head salesman for the Indian.

300 MILES IN RECORD TIME

TACOMA, Wash.—Earl McTimmons of Marshfield, Ore., has just completed a record motorcycle trip between Portland and Coos Bay. He left Portland at 4 o'clock in the morning and crossed the Marshfield-East Side ferry at 6:30 in the evening. The distance is 300 miles.

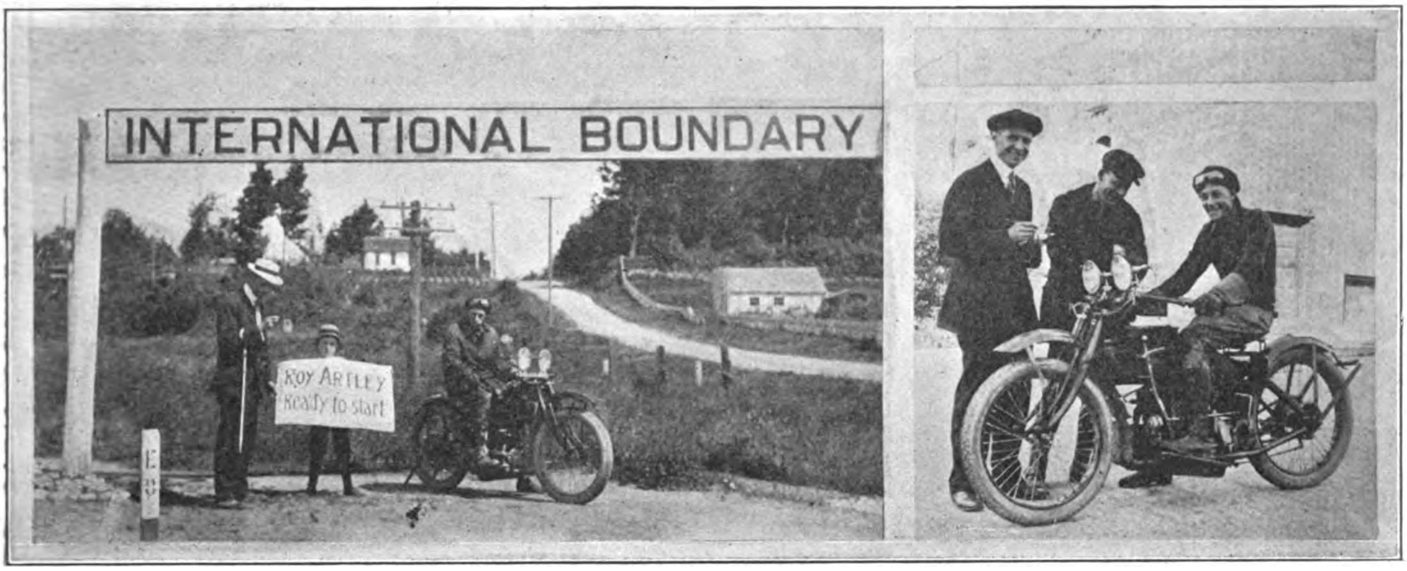
GAS CO. BUYS FIVE R. S.

PHILADELPHIA, Pa., July 16.—W. G. Rhodes, R. S. representative here, recently sold the United Gas Improvement Co., of this city, five new Reading Standard models for their service department.

ARTLEY SHATTERS THREE FLAG RECORD

Coast Henderson Rider Drives from Canadian Line to Mexico, 1,667 Miles, in 3 Days 25 Minutes, Bettering Baker's Mark by Nearly Nine Hours; Averaged 55 Miles an Hour

By F. E. LOCKHAL



Roy Artley Starting Out from the International Boundary, Blaine, Wash., on His Record-Breaking Trip and a Snap of the Henderson Rider Being Checked in at Seattle, Wash., on His Way to the Mexican Border

TIA JUANA, Mexico, July 20.—Another famous road record, which had stood against all attempts to equal it since the summer of 1915, has been shattered. Averaging more than 555 miles a day for three days in succession, Roy Artley, of Los Angeles, on a Henderson motorcycle, reached Tia Juana, Mexico, just 3 days and 25 minutes after leaving the Canadian line at Blaine, Wash. This Three-Flag Drive, so called because it takes the rider through territory of three countries, Canada, United States and Mexico, covers a total distance of 1,667 miles. The best previous record had been made by "Cannonball" Baker in 1915, and was so fast that it was considered practically unbreakable, but Artley's performance lowers it by 8 hours 50 minutes.

Stamina of Machine

The remarkable feature of this international record drive is the stamina of man and machine that made it possible. Artley traveled the entire distance with only one stop for sleep, snatching about eight hours rest at Dunsmuir, Cal., after having ridden the first 803 miles in 31½ hours continuous going. Then he sped the remaining 835 miles without further rest, finishing at the Mexican terminus of the route just 72 hours 25 minutes after leaving the Canadian line.

The course furnished almost every variety of conditions that could be imagined, from the rough mountain trails of the Rockies in the northern section, to the shifting sands and intense heat of the lower Sacramento Valley. Sharp turns abounded, and at many points the road followed narrow ledges far up the mountain side, with a vertical wall of rock rising at one side and a sheer drop of a thousand feet or more yawning on the other. Parts of the road were terribly rough, having been given no attention for over two years, while heavy rains had made the mud very bad at some places.

The fast pace was kept up all the way, however, as Artley had started with grim determination to take the record home with him in spite of the worst that might oppose him, and the four-cylinder motor backed him up with unfailing power at every crisis. He rocketed over the entire 1,667 miles without a moment's delay from mechanical trouble, and finished fresh and in fine physical condition in spite of the continued strain, while his machine was still in perfect shape and running as cool and as smoothly as at the start.

Artley's Henderson was shod with Firestone Non-skid tires, and his run is most remarkable because of the fact that he used the same tires all the way through, not even being stopped by a puncture. Considering his average speed of 55 miles an hour, the way the tires stood up is nothing short of marvelous.

The usual Berling magneto and Wright spark plugs, both of which have many times proved their absolute dependability under the most trying conditions, supplied his ignition sparks, while a Carlton generator in conjunction with an Edison storage battery provided the lighting current to the two Kauffman spot lights which served to illuminate his path through the hours of darkness. His machine, of course, was fitted with the regulation Schebler carburetor and Duckworth chain, both of which are standard on Henderson motorcycles.

PRISMOLITE COMPLETES ADDITION

COLUMBUS, O., July 23.—The Prismolite Co., maker of Prismolite headlight lenses for diffusing the beams of illuminating glare have just completed several additions to its plant at Morgantown, Va. The output is now 10,000 lenses a day.

FUEL SITUATION ACUTE

Government Control Likely; Bedford Urges Curtailment of Motoring

WASHINGTON, D. C., July 23.—Reflecting clearly the fact that there is or has been some substance to the oft-reiterated statement that the relation between supply and demand is the sole cause of the increase of the price of gasoline, which is being felt the country over, is the fact that those Senators who are now holding conferences and making and suggesting amendments to the Administration's food control bill have practically decided to include gasoline, kerosene and other fuel oils in the amendment covering the government control of fuels in general.

And following closely on the heels of this announcement comes the warning from A. C. Bedford, president of the Standard Oil Co., that the nation is using 35,000,000 more barrels of oil than it is producing annually. Mr. Bedford asserts that if the United States government is to obtain the fuel that is necessary for the successful prosecution of the war it will be necessary for users of motor vehicles, especially automobiles, to eliminate pleasure riding as a means of economizing temporarily on the use of gasoline.

BIG SHIPMENT TO NORTHWEST

TACOMA, Wash.—Captain Harry K. McKay, Q. M. R. C., at the new cantonment at American Lake during the past week, was on hand to welcome the big shipment of Harley-Davidson machines, the largest shipment of motorcycles ever delivered in the Northwest. Captain McKay is in charge of all transportation at the new army post where several Harley-Davidsons are being used as well as a number of Indians.

ALL SHOT

SHEEPSHEAD

NEW YORK

LESLIE PARKHURST

established new motorcycle records for 500 miles, for 1,000 miles, and for twenty-four-hour test.

BOTH

HARLEY-

Parkhurst, riding solo, started at 7 P. M. on the 19th and he covered the first 500 miles in 7-35-17 and his 1,000 mile time was 17-08-28. His total distance for twenty-four hours was 1,452¾ miles. He was off the track more than two hours on account of rain. Best previous record 1,386¼.

MOTOR

and both "shot to pieces" all previous recor

These latest feats of annihilating time a
the Harley-Davidson Motorcycles are daily
every respect to any other machine that can b

Proud as we are of the records of speed
are still prouder of the general satisfaction t
riders in just, good, all around service in eve
Harley-Davidson. It is built for service and
where it will perform feats that no other mo
hurst and Walker at Sheepshead Bay Speedw

Write fo

HARLEY-DAVIDSO
MILWAUK

O PIECES!

3 MORE WORLDS RECORDS

' SPEEDWAY

LY 19-20

OTTO WALKER

with Carl Lutgens as side-
car passenger rode 1,158¾ miles in twenty-four hours, a new record for sidecar.

ODE

AVIDSON

YCLES

Walker on a Harley-Davidson, with Carl Lutgens as sidecar passenger, made 1,158¾ miles, breaking the record for sidecar with passenger. The best previous record was held by Carl Bruschi and was 1,000 miles in twenty-four hours. Walker and Parkhurst rode concurrently on Harley-Davidson machines identically equipped.

time and distance under similar conditions.

ce are but few of the demonstrations that
roughout the country, that it is superior in
sed.

irance made by Parkhurst and Walker, we
y-Davidsons are giving to thousands of
e. There are no freak designs about the
no effort to keep it to a point of efficiency
ı the world will do, just as it did with Park-

'ature.

)TOR COMPANY
, U. S. A.

SOME INCIDENTS AT THE SHEEPSHEAD BAY RECORD TRIALS

Top (left)—Parkhurst Stops for Gas, Oil and a Bite to Eat; (right)—At the Pits When the New Solo Record Holder Made an Early Morning Halt; Below (left)—Replenishing Fuel and Oil in Walker's Sidecar Combination; (right)—Parkhurst Overtaking Walker on the Backstretch, Just After Start of the Trials

24-HOUR SOLO AND SIDECAR RECORDS SMASHED

(Continued from page 21)

must be done if the goal were to be attained.

He was rolling the laps off at an 80-mile clip during the 12th hour, so that even a stop for gas and oil at 6:45 a. m., which pulled ten minutes from his riding time, did not bring his distance for the hour below 70. During his 13th hour he covered 78 miles. At 8:05 Parkhurst came in once again for gas and oil, his 14th hour checking sheet showing that he covered 72 miles despite a 4 minute stop. At 9:27 Parkhurst stopped for breakfast, taking 14 minutes out and bringing down his hour's riding to 58 miles. He did not stop then until he had covered 930 miles, coming in at 11:04 for more gas and staying at the pit for 9 minutes. During his 16th hour he covered 80 miles; 17th, 60 miles, despite the aforementioned fuel stop at 930 miles and a moment's delay caused by a lost air shutter at 11:16.

At 12:08:28 Parkhurst had covered 1,000 miles and having accomplished that, he stopped for luncheon at 12:32, taking 13 minutes to snatch a bite to eat. During the 18th hour he covered 60 miles. In his 19th hour, which began at 1 p. m., he rolled off 78 miles, stopping at 2:04 for gas at 1,200 miles, and remaining 9 minutes at the pit.

During the 20th hour he covered 62 miles; during the 21st, 64 miles, and during the 22nd, 62, the falling off being occasioned by another fuel stop at 4:47 p. m., with the mileage standing at 1,312. He also changed the rear wheel and slipped on a sweater, it having blown up slightly cold in the meantime. At 5:59 Parkhurst equalled Baker's 24-hour mark of 1,387 miles, completing that particular lap in 1:39. His 23d hour mileage was 74, despite a stop at 6:04 for fuel.

Motor "There" at Finish

Proving the wonderful stamina of his motor, he rolled off the four laps after his stop in 1:29 1-5, 131, 1:30 4-5 and 1:31, respectively. The motor never seemed to lose one iota of its speed for all the fact that it had been going all out for nearly 20 hours. At 6:16 p. m. Parkhurst completed 1,400 miles. He was dreadfully tired, and having accomplished all he set out to do, was mighty desirous of quitting. His seconds urged him on, however, and, despite the fact that his chest and vitals were sore from laying on the tank and taking the constant punishment of the leaping machine for all that time, he stuck bravely to it, completing the 1,452¾ miles in the 24 hours.

Parkhurst stopped 14 times in all. Figuring the intervals, he was off the track for 3 hours 45 minutes, so that his actual riding time for the 1,452¾ miles was 20 hours 15 minutes, and his average speed 71.24 miles an hour. Figuring from his elapsed time his average speed was 60.53 miles an hour.

Walker, who had rigged up an extra five-gallon fuel tank on the luggage carrier on the sidecar, with a convenient pump for the sidecar passenger to transfer the fuel to his motor tanks, never stopped for anything until 11:18 p. m., when he had covered 226 miles. During his first hour he covered 54 miles; during the second, 50; during the third, 52; during the 4th, 54 and 48 during the 5th. He got away again at 11:25, his next stop being at 3:16, when the hard rain brought him in for an 11 minute stop. He had covered in the meantime 327 miles, all told, making 52 miles in his 6th hour, an equal number in his 7th hour; 56 miles in his 8th hour, and 42 miles in his 9th hour.

At 4:47 Walker passed the 500-mile mark, having ridden right through the drenching rain except for the 11 minute stop. His next stop was at 7:02 in the morning for gas, oil and breakfast. He covered during his 10th hour 50 miles, another 50 during his 11th hour, 54 during his 12th hour, and 30 during his 13th. His breakfast stop took 17 minutes, and he rode home to the pits once again at 7:50, losing 9 minutes, while he took off a troublesome speedometer.

At 9:12 he pulled into the pits once again for gas and oil. During his 14th hour he covered 54 miles, and 38 for the

15th. He lost 3 minutes at 9:32, while they replaced a lost gas tank cap and did not stop again until 1:02 in the afternoon, when he encountered tire trouble on the back stretch, having covered 882 miles. His 16th hour saw him roll up 56 miles; 17th, 52 and 18th, 38, while in the 19th, having lost 16 minutes by the tire trouble, his mileage fell off to 44. At 3:22 and a fraction he passed the 1,000 mile mark and clinched the record. At 3:46 he came in for gas and oil, having covered 1,020 miles. It took him 6 minutes to refill his tanks. At 5:16, at 1,088 miles, he came in and put on his mackinaw, losing 8 minutes, and then did not stop again until the completion of the 24 hours. During his 20th hour he rolled up 52 miles; 48 during his 21st, and a similar amount during his 22nd; 40 during his 23d and 44¼ during the 24th, his total mileage being 1,158¾.

Walker stopped 9 times in all, the stop periods figuring up to 1 hour 24 minutes, so that his actual running time was 22 hours 36 minutes, which figures out at the rate of 47:02 miles per hour. His average speed based on elapsed time was 44.11 miles an hour.

Equipment Important

As a matter of course, the equipment played a big part in the making of these four records. The lightness of the Rogers sidecar, its all-steel construction and streamline shape made at once for speed and free from trouble for Walker, and the rider was amply repaid in results for having adopted it. Both of the record makers pinned their faith to Firestone corrugated tires and had no occasion to be sorry. Their tires stood up remarkably well.

The Renold chain which also were fitted on both machines gave neither rider an instant of trouble nor was it necessary for either of them to stop to do aught to the ignition system, save to dry a cable on Parkhurst's machine which had become wet from the downpour. Both riders used Bosch magnetos and Wright spark plugs, the radiator type of plug being used in the rear cylinder in each case, and the special racing plug in the front cylinder. As a means of preventing saddle soreness, a precaution which was absolutely essential and upon which the whole trial depended, both riders fitted Mesinger Air-cushion saddles to their machines. Schebler carburetors, of course, were fitted to both machines, and their absolute dependability was relied upon, and not without reason, to bring the riders through in record time.

The Personnel

Tim Mahoney, who refereed the affair and scored until 9 o'clock on Thursday night, was relieved by Charles Newbourg, who took a 3 hour shift until midnight, when Charles Davis came on and took the watch until 5 o'clock Friday morning. Davis was relieved in turn by J. B. French, who took a 5 hour shift until 10 o'clock in the morning, when Davis came back and stuck to the post until the finish.

The finishing gun was fired by Sheriff Edward I. Reigelmann, of Kings County, who congratulated both riders on their feat. To never-tiring George Woods, who stuck on the job throughout the entire 24 hours, as well as chief pitman P. M. Hendricson and his assistant, L. D. Richards, who was always on hand, is due a fair portion of the glory attaching to the running of the affair, while W. J. Ruhle, of the Koch-Ruhle Co., Harley-Davidson dealers at Jamaica, L. I., and Bob Brazenor, Brooklyn distributor, were on hand throughout many hours to render what assistance they could. The finish was witnessed by a large number of spectators, among them being: E. R. Durkee, Harley-Davidson traveler; H. A. Lane, manager of the Firestone Brooklyn branch; J. U. Constant, L. G. Buckner, Calvan Webber and Wallace Smart, of Baker, Murray & Imbrie, Inc.; Julius Stern, of Stern Bros.; E. B. Holton, representing *Motorcycling & Bicycling*, and E. F. Hallock, of MOTOR CYCLE & BICYCLE ILLUSTRATED.

Otto Walker and Carl Lutgens on the Record-Breaking Harley-Davidson-Rogers Combination at the Finish of Their 24-Hour Ride

EDWARDS OPTIMISTIC

Says Bumper Crops and Large Bicycle Demand Portend Big Fall Business

CHICAGO, Ill., July 23.—That neither the late spring nor the draft bugaboo has slowed up the motorcycle business in the middle west comes from Jesse Edwards, who is head and shoulders of the Edwards-Crist Mfg. Co., and manager of the Chicago branch of the Hendee Mfg. Co.

The business during June and July for his stores ran considerably ahead of that done last year. With the promise of bumper crops for this fall and with bicycles moving at an unprecedented rate business ahead for the fall months in his territory looks exceedingly promising, says Edwards.

LARSCH BACK FROM TRIP

DAYTON, Ohio, July 19.—Robert Larsch, salesman for the Dayton Motor Bicycle, has just returned from a trip through Indiana and Michigan and reports a very successful trip. Larsch travels by automobile and carries a motor bicycle with him on a carriage attached to the automobile. This assures him of always having a demonstrating machine with him when talking to prospective customers, and by carrying a complete parts equipment can render valuable service to the dealers that he visits.

BEE ANSWERS THE FINAL CALL

EAST ORANGE, N. J., July 23.—William G. Bee, vice-president and sales manager of the Edison Storage Battery Co., died last week at his home, following an illness lasting two years, during which he was able to do special work for the Edison company from time to time. Bee, although only 49 years old, had a wide and varied experience, and was well-known throughout the whole of the motor vehicle industry. He was for a time connected with the Pope Mfg. Co., which since has become the Westfield Mfg. Co.

NO SHORTAGE OF FABRIC COTTON

NEW YORK, July 23.—That there is a plentiful supply of Sea Island cotton, the tough fiber which is used in making tire fabric, is a comforting conclusion to be drawn from reports which have just been issued on the total production of that material during 1916. Last years' crop amounted to 117,559 bales, just a shade under the record crop of 1911.

NEW GASOLINE EXTRACTION PLANT

LORAIN, O., July 23.—The Logan National Gas & Fuel Co., of Pittsburgh, is erecting a gasoline extraction plant for the purpose of producing the liquid fuel from the natural gas by a special process perfected after an experimentation in the West Virginia gas fields.

POST JOINS U. S. A. AMBULANCE

HARTFORD, Conn., July 23.—David J. Post, Jr., of the Post & Lester Co., is leaving for France, where he will drive an American ambulance. Post is the son of David J. Post, president of the Post & Lester Co., and treasurer of the Veeder Mfg. Co.

FARNUM STARS AT LA GRANDE MEET

Indian Rider Takes All Feature Numbers on Two-Day Program; Williams the Best Contender

LA GRANDE, Ore., July 22.—The sixth annual "Speed 'em Up" race meet of the La Grande Motor Club, on the special mile and a half dirt motordrome is history tonight, but for the matter that the "classic of the west country" will go down in history as a display of human endurance and daring such as no western meet has ever before given rise to. In spite of the blazing flirtations with death which the fearless motorcycle riders indulged in almost constantly, no accident occurred to mar the program or spoil the two days of sport.

Dustin Farnum, of Portland, looms up as the star of the two-day meet, having taken the feature event of both days in characteristic style, driving his Powerplus Indian without a single stop in any of the five big races in which he was entered.

Albert Williams, of Boise, Idaho, astride a Harley-Davidson, provided the greatest part of the contention, forcing the Indian rider to round the circuit all out for the greater distance in most of the races. The gritty Harley-Davidson rider was on the Portlander's heels like a leech and though, as luck would have it, he was able to win only one race, he was always dangerous. The battle between the two was especially keen in the 12-mile event which was run on Saturday. Farnum battled every inch of the way in the sportiest of events that was ever staged in Oregon, only to be beaten out by a length at the finishing tape.

The big feature of the meet was the Northwest championship contest which was open to riders from Oregon, Washington and Idaho, and which went for 25½ miles. It was a battle from start to finish, with Farnum holding his own fairly well on his Indian throughout the greater part of the distance and rambling home a winner with Ed. Barreth, also of Portland, and on an Indian, in second place; Swartz, of Walla Walla, Wash., on a Harley-Davidson, third, and Campbell, also of Walla Walla, on a Harley-Davidson, fourth.

Fifth place had been all but cinched by Harry Viether, on an Indian, up until the last moment when his machine failed him 30 feet from the finish and Albert Williams drove his Harley-Davidson past him and captured the money. The summary:

Six-mile open—Won by Dustin Farnum, Portland, Indian; second, Albert Williams, Boise, Idaho, Harley-Davidson. Time, 4:29.

One lap time trials—Finals won by Dustin Farnum, Portland, Indian; second, Albert Williams, Boise, Idaho, Harley-Davidson. Time, 1:05⅗.

25½-mile Northwest championship, open to riders from Oregon, Washington and Idaho—Won by Dustin Farnum, Portland, Indian; second, Ed. Barreth, Portland, Indian; third, Swartz, Walla Walla, Wash., Harley-Davidson; fourth, Campbell, Walla Walla, Wash., Harley-Davidson; and fifth, Williams, Boise, Idaho, Harley-Davidson. Time, 19:25.

Twelve mile open—Won by Dustin Farnum, Portland, Indian; second, Cogburn, Portland, Merkel; third, Barreth, Portland, Indian. Time, 9:21.

SPANISH VICTORIES

Indian Riders Clean Up at Championships of Castille

MADRID, Spain.—Indian riders took first, second and third places in the Championship of Castille, held over the Galapagar circuit. The winner was Juan Rivera, who covered the 205 kilometres at an average speed of 89.26 kilometres per hour. Second place went to Victor Landa, while third was taken by Gregorio Jose.

In the 500 c.c. class, Paciano Fernandez, on an Indian, was the victor. His time was 65.413 kilometres per hour. Second place was taken by Abgel Retana, Indian, the average speed being 51.428 kilometres per hour.

Roman Uribesalgo, Indian combination, won the sidecar free-for-all, at a speed of 68.776 kilometres, with A. Vildesola, Indian, second. In the 5 hp. sidecar class, Baltasar Santos made the best time, averaging 46.118 kilometres per hour.

WEINSTOCK-NICHOLS'S BIG PICNIC

SAN FRANCISCO, Cal.—The Weinstock-Nichols Co. were hosts at a unique picnic on July 15. Invitations were sent to all the riders of the Cleveland machine in San Francisco and Oakland to meet at their Oakland store, 2300 Broadway for a secret run. They did not know their destination until they arrived at Niles Canon where the Weinstock-Nichols Co. had prepared elaborate refreshments. Dancing and games were the order of the day, the picnic breaking up about six o'clock. Between 60 and 70 riders accepted the invitation and all had a most enjoyable time.

LANG LANDS MANY POLICE SALES

CHICAGO, Ill., July 23.—C. H. Lang, Harley-Davidson distributor for Chicago and Cook County, who startles the motorcycle trade generally about once a year by selling 50 or 60 Harley-Davidsons to the local police department, is specializing more or less on police department sales. This year he sold one machine each to the following police departments: Elmhurst, Hillside, Willimett, Kennelworth and Little Forest; four machines to the Oak Park department; two each to Melrose Park, Broadview and Berlin.

WHEELING M. C. HOLDS PICNIC

WHEELING, W. Va., July 16.—The annual picnic of the Wheeling M. C. was held at West Alexander, Pa., yesterday. The affair took the form of an old-fashioned basket picnic and the good times were not limited to club members, outside riders being invited. The day was a day of games and hunting ground hogs and turtles, and everyone had a good time.

HALF HUNDRED IN PROVIDENCE RUN

PROVIDENCE, R. I., July 22.—The 16th scheduled run of the Providence Motorcycle Club drew out a goodly number of fans to-day notwithstanding doubtful weather conditions. The party left this city, about 50 machines altogether, at 8 o'clock bound for Newport.

REPLACING HORSE MEETS

Motorcycle Speed Fests Will Hold Boards at County Fairs

DENVER, Col., July 19.—Those in charge of different county fairs in the northern part of this State are at present confronted with a difficulty. No one seems anxious to enter horses in the fair racing meet. It seems as though last year money was lost in conducting horse races in some of the fair towns, and that is the reason given for owners not entering their horses this year.

In the meantime the committees in charge of the programs are looking around for something to take the place of the horse races. A number of them have about decided in favor of the motorcycle race meet as a substitute. Loveland, Colo., the city in which the Larimer county fair is held, and which is considered one of the best fairs held in the State, has practically decided to hold a motorcycle race meet instead of the horse race events, as has been the custom in former years.

Longmont, Colo., the city where the Boulder county fair is held each year, is another city that is thinking of substituting motorcycle races for horse races this year. There are also others in different parts of the State that consider the motorcycle as a necessary part of their fair program this year, and it seems now as though many motorcycle races will be staged at county fairs during the next two months.

HARLEY-DAVIDSONS IN LOS ANGELES

LOS ANGELES, Cal.—J. D. Fraser, who came down from San Francisco to manage the Harley-Davidson retail store while L. M. Passmore, of Passmore & Sayre, is away on vacation, has been having a lively business in his old Southern California territory; the demand for second hand machines has been so strong that they have actually had to turn down business because the shop was so busy overhauling machines for riders who wanted to be in the best shape for long summer tours that they could not handle any second hand overhauling. As for new machines, Fraser started in the day after the Fourth, selling two new ones before 10 A. M., and he has been shooting at regular intervals ever since.

'FRISCO CLUB'S YAMA YAMA SOCIAL

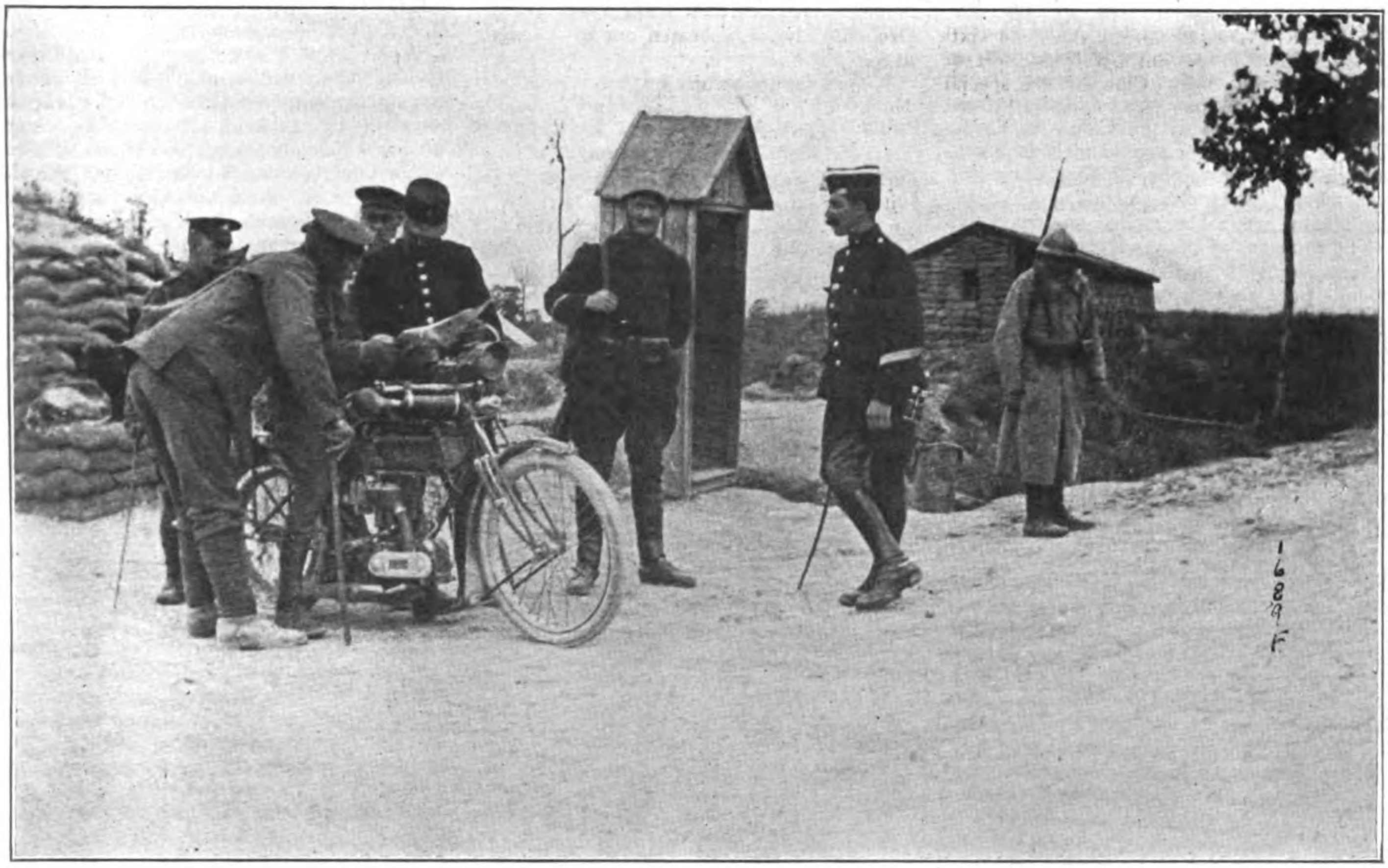
SAN FRANCISCO, Cal.—The last meeting of the San Francisco Motorcycle Club was in the nature of a Yama Yama social and was one of the most enjoyable affairs the club has ever given. The evening was devoted to dancing and about 12 o'clock refreshments were served. Three new members were signed up and all who attended are looking forward to the next meeting of the club with another good time in view.

CAPITAL CITY PICNIC RUN

SACRAMENTO, Cal.—The Capital City Motorcycle Club made a very enjoyable run to a picnic on the American River, July 13. The members met at their club rooms at 431 J street at 8 o'clock and when they reached their destination a committee had arranged for an attractive lunch as well as several games.

The Motorcycle Courier "Somewhere in France"

Examining Dispatch Rider's Papers Where French, British and Belgian Lines Intersect



CRIST VISITS DETROIT

Chicago Excelsior and Henderson Man Finds Business Brisk

CHICAGO, Ill.—R. C. Crist has returned from a four-day trip to his Detroit store and says that while it rained every day but one that he was there, the sale of motorcycles went right on. Four new machines was the record for the wettest day, and his manager, John E. Rice, has delivered over one hundred "seventeens" to date, most of them three-speed motors. About ten lightweights have been delivered.

The Detroit store has been open only since April at 20 Elizabeth St., and already Crist is looking for larger quarters and he expects to give Detroit a modern up-to-date motorcycle shop and salesroom as soon as he can find a suitable location. Crist was very optimistic, after his return from Detroit and predicted a big business for the remaining Summer months and Fall.

RAPID LIGHTWEIGHT TRIP

Vassaw and Friends Ride Clevelands from Cleveland to Geneseo, N. Y.

CLEVELAND, O., July 23.—Indicative of the handiness and reliability of the lightweight motorcycle is the report of a ride made by Steven Vassaw, of this city, and three of his friends to Geneseo, N. Y., and back again a couple of weeks ago. Vassaw and his companions left Cleveland at 9 o'clock in the morning and rode to Erie, 105 miles away, in three and one half hours. there they had luncheon and rode to Buffalo, 96 miles further, in four and one half hours, having lost one hour in making tire repairs.

They remained at Buffalo over night, and the next morning pushed on to Geneseo, making the 72 miles that separates this vantage point from the Bison City, in two and one half hours. The trip back to Buffalo, where they took luncheon on the second day, was made in an even two hours, while, despite rough roads, they made the journey back to Erie in three hours. They stayed at Erie over night and rode home to Cleveland again the next morning in four and one half hours.

Deducting the hours spent in making the tire repairs the trio made a total of 554 miles in an actual riding time of 18¾ hours which gives them a traveling average of better than 25 miles an hour.

BEWARE OF MUTILATED NUMBERS

SPRINGFIELD, Ill., July 23.—A new Illinois law which went into effect the first of this month makes any person possessing a false or mutilated serial number liable to a fine of $100 or six months' imprisonment. The police believe the new law will do much towards reducing the number of machines stolen.

SIGN FOR WHEELING M. C.

WHEELING, W. Va., July 23.—The United States Tire Co. has presented the Wheeling M. C. with a large sign which is to adorn the front of the club house. The sign was a present from the local branch of the big tire concern.

IN POLICE SERVICE

Louisville Motorcycle Mounted Men Capture Train Robbers

LOUISVILLE, Ky., July 20.—As a demonstration of the efficacy of motorcycle mounted police, the capture of two freight car breakers by Mounted Officers Grime, Alters and Cummins last week there is little to be desired. An illinois Central freight train was boarded by four men who came provided with a stolen automobile in order to cart off their loot. The men boarded the train, broke the seals on selected cars and tossed out such of the contents as could readily be carted off in the automobile and later disposed of.

A distillery watchman saw what was going on and passed the word to the police, and three motorcycle officers sped from the very heart of the city and captured the thieves just as they were making a get away with the heavily laden auto.

INDIANS SHOW WELL IN ANTIPODES

SPRINGFIELD, Mass.—H. H. Taylor and Jack Gunn, riding Powerplus Indian machines, obtained perfect scores in the 150 mile endurance run which was one of the features of the carnival of motor sports at Melbourne, Australia. Taylor, with an Indian sidecar outfit, also obtained second place in the 68-mile sidecar race held on the same occasion. The winner of this event was also an Indian rider, J. Walker. Indian riders took fourth, sixth and eighth places in the sidecar event, as well as making the fastest time and the fastest lap for the course.

COLUMBUS MEET

Five Event Program Planned for Mile Track August 12

COLUMBUS, Ohio.—One of the big events in racing circles in the Middle States will be the motorcycle race meet to be held at the Columbus Driving Park, August 12. The race meet is being given under the auspices of the Columbus Cycle Club, which promises a good meet in every particular. C. H. Beebe, 37 East Long St., is in charge of entries and all applications for blanks are to be mailed to him.

The program of events consists of a five-mile novice race; a five-mile open race; a 10-mile open race; a five-mile sidecar race, and a 100-mile open sweepstakes event. This last event is expected to attract many of the crack riders of the country among which will be Jim Davis, the crack Columbus rider.

GRAND RAPIDS RUN

Long, Excelsior, and Heath, Indian, Only Perfect Score Men of Nine

GRAND RAPIDS, Mich., July 16.—James Long, Excelsior, and R. E. Heath, Indian, made the only perfect scores in the 314-mile endurance run of the Grand Rapids, M. C. to Houghton Lake and return yesterday. Nine riders started in the affair which went over one of the bad sections of the original tour of the Jack Pines endurance run, following a course through Big Rapids, Tustin and Leota. The return trip was made via Mt. Pleasant and Greensville.

Of the nine starters seven finished, B. Dykstra, Indian, and C. Livingston, Harley-Davidson, being put out of the running. The scores of the other riders are: E. Lavandusky, Excelsior, 996; Victor Sinz, Excelsior, 980; E. Schaubel, Indian, 842; Leon Smith, Harley-Davidson and sidecar, 642; Oscar Lenz, Harley-Davidson and sidecar, 341.

BRIGHTON CLUB'S FIRST RUN

CHICAGO, Ill., July 23.—The first modified endurance run of the Brighton M. C. to Rockford and return brought back eight of the 30 starters with perfect scores. The men who finished the 90 "and then some"-mile course without losing points are: E. W. Mead, Henderson; B. Kolb, Hendenson; H. W. Parker, Henderson; G. Martin, Henderson; A. Hertzer, Henderson; O. A. Hanson, Thor; C. E. Jennings, Thor, and J. Keller, Harley-Davidson. The riders were met at Belvidere by members of the Rockford M. C. and escorted into town.

BIDS WANTED ON POLICE MACHINES

CHICAGO, Ill., July 23.—Bids for ten stock twin outfits for the use of the West Side Park Police are being called for by the West Side Park Commission.

WILL HAVE RACES AT FAIR

GREENUP, Ill., July 23.—The Greenup-Cumberland Co. Fair Association is arranging to hold a two-day motorcycle race meet program in conjunction with the Greenup fair, August 28 to September 1 inclusive. The motorcycle races will be held on the mile dirt track on August 29 and 30, under the sanction of the F. A. M. Ample cash prizes will be put up to attract the best riding talent. Entry blanks and other information can be had from Fred Wilde, secretary.

NEWARK WANTS 30

Police Department Asks for Bids; Service Clause a Feature

NEWARK, N. J., July 20.—Bids for 30 motorcycles for the use of the local police department are being sought from the dealers in town by the Police Commissioners. The present motorcycle squad is mounted on 20 Excelsiors and two Harley-Davidsons, and the old mounts are to be traded in as part payment. The new bids call for a certain sum to be stipulated by the successful bidder for which the department's motorcycles will be kept in proper running order for the year. Because of the wonderful service of the Splitdorf Mag-Generator and Firestone tires and tubes these well-known products have been specified in the conditions for bidding.

LOUDENCLOUS TAKES CLIMB

MODESTO, Cal., July 16.—Homer Loudenclous, on a Henderson, made the highest climb at the Modesto dealers' hill climb on a course just a bit out of Oakdale yesterday. Dudley Perkins, on a Harley-Davidson, came off second best, just one foot eleven inches shy of Loudenclous' mark. The hill was on the Knights Ferry and Angel's Camp road and scanned 63 per cent at the point of highest grade and was comparatively short but unsurmountable. Loudenclous received $50 for taking first place, while Perkins annexed $20.

MUST HAVE LIGHTS AT NIGHT

SPRINGFIELD, Ill., July 23.—A law has just been passed by the legislature, which calls for a light on the front and rear of all motor vehicles parked on a street at night. Heretofore if a street was well lighted the machine could be left without a light. The penalty for violating the law is $25 and costs.

In Service; Can't Ride, but Can Read

MOTORCYCLE AND BICYCLE ILLUSTRATED: — Enclosed find $1.00 for renewal of my subscription to "Motorcycle and Bicycle Illustrated." I have been a subscriber to your valuable paper since June, 1915, and though I am now "Somewhere with Uncle Sam's navy" and therefore cannot ride my "good ole motor," I still like to read of what the other boys are doing.

Harry W. Bailey,
U. S. S. Missouri.

MILITARY MEN

Providence Army Attachés Take to Two-Wheeler for Recreation

PROVIDENCE, R. I., July 23.—E. L. Phillips, a private in the Third Co., C. A. C., regular army, purchased a Harley-Davidson machine of William N. Burnett last week to use at Fort Greble, where he is on post exchange service. This is the third machine purchased by soldiers at the fort within as many weeks. Sergt. M. C. Petrie rides an Excelsior while Capt. C. C. Best rides a Harley-Davidson.

William Everson, of Battery A., Field Artillery, R. I. N. G., who recently purchased a Cleveland, will take the machine to Quonset camp with him and when the company goes to Charlotte, N. C., the machine will go along. Mr. Everson may use it for dispatch work.

PASSAIC ENDURANCE

Modified Run of 250 Miles Called for August 26; 20-Mile Schedule

PASSAIC, N. J., July 18.—The Passaic Motorcycle Club, of this city, will hold its first modified endurance contest on August 26, rain or shine, over a 250-mile course that will take the contestants through Northern Jersey and part of Orange County, New York State.

It will be scheduled at 20 miles per hour for both solo as well as sidecar entrants, and the route to be selected will embrace both good and poor roads, but nothing that will be too stiff for the average rider.

An attractive list of accessory awards is being gathered by the committee in charge, while several fine silver loving cups have been donated for highest scores.

HINT FOR WOULD-BE SOLDIERS

WESTBORO, Mass., July 23.—Here's a hint to motorcycle riders who are looking for a means to apply their motorcycle knowledge in military circles. Secretary-treasurer Gibson has just written a recommendation for Donald F. Clark, of Stamford University, Cal., an F. A. M. member of five years' standing. Clark has enlisted in the United States Army Ambulance service, being delegated to the concentration camp at Allentown, Pa. Each ambulance unit is to have a motorcycle and sidecar, and Clark is trying for that position for his section, which happens to be No. 78. It was to help him in obtaining this end that the recommendation was written.

REPAIR SHOPS RAISE PRICES

HARTFORD, Conn., July 23.—Reflecting clearly the increased cost of living as well as the increased cost of raw materials is the fact that all Hartford's repair shops have raised the price of labor 20 per cent., or from 75 cents to 90 cents an hour. A month or so ago the price was raised from 60 cents to 75 cents an hour.

CROTONA CLUB PLANS SOCIABILITY

NEW YORK, July 23.—The Crotona M. C. of the Bronx will hold a sociability run to Central Valley on Sunday, July 29. No entry will be charged and at Central Valley luncheon will be served and a series of field games will be staged. Everybody is welcome.

DEALERS ARE URGED TO STOCK UP STORES

F. H. Norris, Manager of Canadian Branch of Davis Sewing Machine Co., Tells the Dealers That a Boom Is Sure to Come—Speaks of Conditions in the Dominion

DAYTON, O., July 23.—"Don't be afraid to stock up," is the advice given motorcycle and bicycle dealers by Mr. F. H. Norris, manager of the Canadian branch office of the Davis Sewing Machine Company. The Dayton Motor Bicycle and bicycle business has been booming the last year in Canada. "And the motorcycle and bicycle business is going to boom in the United States as a result of the war."

Mr. Norris related the experience of dealers in Canada as proof of his statement. "During the first six months of the great war business declined greatly in Canada and when the enlistments began to reach the tens of thousands mark dealers saw nothing but visions of their customers in the ranks. They thought that 90 per cent. of their business had been taken from them, and they refused to carry their usual stock on hand."

"But after the first scare had passed away facts proved that business was never better. While it was true that many customers had been taken from them, yet the war had made a great class of people customers who had never been in that class before. The number of these new customers far exceeded those taken away. The reason for this was that those who stayed at home made more money than ever before and were ready to spend it for motorcycles and bicycles. Laborers in Canada are now earning 100 per cent. more than they did before the war.

"The Davis Sewing Machine Company's business during the first six months of 1917 was thousands of dollars over and above any previous year's complete business, and none of this was the result of war orders.

"Canadian jobbers and large dealers, after the first year, began to realize that their business was not gone, but was actually increasing.

The trouble then was on the supply side. It was impossible to meet the demand. So many of them prepared by carrying a larger stock than usual when they could buy it, and their judgment proved good, for later it was impossible for them to buy. In 1917 the manufacturers have not been able to fill the demand."

Mr. Norris feels confident that the United States will experience the same conditions and believes that after the first six months of engaging in war, the dealers and jobbers will find their business growing larger. The wise ones will stock up early to get ready to share in the profits and will not wait until the supply is low and the demand greater than he can meet.

CLOSED ON SUNDAY

Louisville Tire Men Take Drastic Means to Obtain Holiday

LOUISVILLE, Ky., July 17.—For the first time in ten years a number of the local motorcycle and auto supply stores were closed all day on Sunday, July 15, and from present indications such establishments in the future will observe the Sabbath, and probably all legal holidays. It is the biggest thing that has happened in the trade in years, and something that most of the dealers are heartily in favor of.

This development was not a result of action taken by local authorities, but as a result of a movement started by local tire men. The first shot was fired last week when a friendly suit was filed against Roy E. Warner, of the Roy E. Warner Co., Firestone tire and auto accessory dealers; by Jess W. Frazer, manager of the Economy Auto & Supply Co., who swore out a warrant for Warner's arrest, and testified in Magistrate Samuels' court that he found Warner open and doing business on Sunday, July 7.

Warner pleaded ignorance of the law, and stated that he had been operating on Sunday for ten years, but was in favor of staying closed on one day out of each seven. The Magistrate fined him the minimum costs of $2 under Section 1321 of the Statutes, the old Blue Law relative to Sunday closing, under which the maximum fine is $50 for the owner, and each employe represents a separate offense.

Following this case Mr. Warner and other dealers advertised in the papers that they would be closed on Sunday.

NEW 'FRISCO EXCELSIOR MANAGER

SAN FRANCISCO, Cal.—Fred F. Bente has resigned as manager of the Market Street branch of the Excelsior and A. D. Frazee is now in charge. Mr. Frazee comes from Santa Rosa, having been a resident of that city for the last 18 years, and is well known to all connected with the motorcycle and bicycle business. At the time that the bicycle was king of the road, Mr. Frazee was one of the best amateur riders on the coast.

FUERST SELLS COMMERCIAL OUTFITS

CHICAGO, Ill., July 23.—H. F. Fuerst, retail manager for the Thor in Chicago, has made deliveries of sidecar machines to the Standard Motor Parts Co. They are to be used for delivery purposes. A Thor-Cygnet rear van outfit has also been sold to the Wisconsin Dairy Co., for delivery purposes.

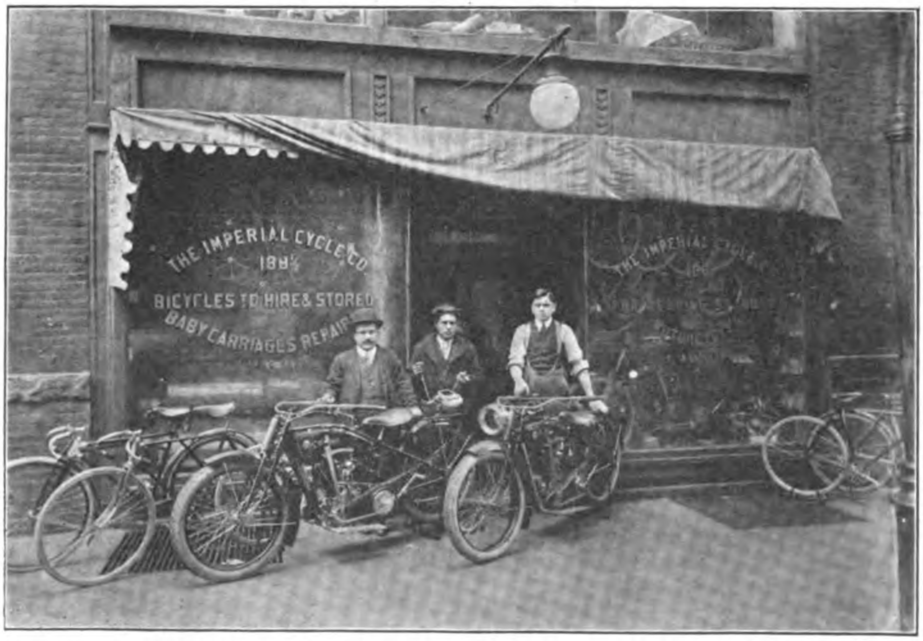
NEW HEADQUARTERS FOR TERHUNE

HACKENSACK, N. J., July 20.—The J. W. Terhune Co., Harley-Davidson dealers here, have just moved into new quarters. They now have the most up-to-date store in the Hackensack section and handle, besides the Harley-Davidson motorcycle, the Milwaukee-made bicycle line, Cleveland motorcycles and Columbia and Yale bicycles.

ATTRACTIVE TWO-WHEELER ADS

DENVER, Colo., July 17.—Walter W. Whiting, State distributor of the Harley-Davidson, has been running some attractive little ads in the local newspaper of late. The ads are written in a breezy way and call attention to the fact that a person with a motorcycle can visit the mountain fishing streams and go other places that it is impossible for an auto or other vehicle to reach. Many other advantages are brought out in the ads, which never appear twice.

NEW HOME OF THE R-S IN GOTHAM



NEW YORK, N. Y.—The Imperial Cycle Co., Dante Iannello, proprietor, has been appointed R-S sub-agents for New York City. Mr. Iannello has conducted a successful bicycle business for the past seven years and carries a complete stock of machines and parts at his storeroom, 188½ Sullivan street. The Imperial Cycle Co. has just received an initial shipment of three demonstrators which have been sold.

GIBSON OFFERS FINANCIAL REPORT

All F. A. M. Debts for Fiscal Year Closing July 1 Cleared Off with Exception of $805 Salary; Some Details of the Finances

WESTBORO, Mass., July 23.—That the total indebtedness of the F. A. M., with the exception of a small balance on salary still due the secretary-treasurer, has been cleared up during the past fiscal year is made plain by the Treasurer's report which has just been gotten out by Secretary-Treasurer G. B. Gibson.

The report shows total receipts for the fiscal year, which terminated on July 1, of $4,890.78, as against expenditures of $4,355.60, leaving a cash balance of receipts over expenditures of $35.18. By far the greater amount of money came in, as might logically be expected, in payment of new memberships and renewals, $1,143 being received from affiliated club members joining the fold in the interim, $1,224 from 612 unattached riders who joined the F. A. M. during the period, and $1.620 from old members who renewed membership. The next largest items on the receipts list is $173.40 received from the sale of pins, badges and other F. A. M. novelties. Twenty-nine repair shops registered in the 12-month period, returning $71 to the F. A. M. treasury.

The greatest expenditure, quite naturally, was for salaries, Secretary-Treasurer Gibson receiving $1.680 for 48 weeks' salary due on the 1915-1916 fiscal year and $980 for 28 weeks' paid on the 1916-1917 fiscal year. M. T. Gibson, his assistant, received $333 in salary during the past year, and Raymond Fay, his stenographer, $39.60. Printing, general office expenditures, fees to official collectors and other miscellaneous items, including $83.74 to wind up the affairs of Ex-President Coffman's offices, and $90 to wind up the affairs of W. M. Johnson's legal action offices account for the balance of the expenditures.

Secretary Gibson's report makes plain that all the bills have now been paid with the exception of 23 weeks' salary, amounting to $805, which is due him. At the time the report was gotten out, July 1, there was also outstanding a bill of $53.40 for printing ordered by Competition Chairman R. S. McConnell. This was cleaned up on July 14. It is also brought out in the report that there was some money matters attended to by President Falor.

BILL CAUSES CLAMOR

New York's New Headlight Law Both Ambiguous and Impossible

NEW YORK, July 23.—The Hewitt bill, which goes into effect on August 1, is causing much commotion in motor vehicle circles. The Hewitt bill, which is drawn along lines similar to the uniform headlight bill, which has been adopted by many states in the Union, is opposed by the police department and the motor vehicle interests as well, because of the ambiguity of the wording and the fact that under existing conditions some of its provisions can not possibly be complied with.

As for the New York police department, it has given notice that insofar as it is able to enforce the provisions of the new measure they will be enforced, but where ambiguity or impossibilities occur the motorist will be given the benefit of the doubt and not prosecuted.

DODGE CITY AGAIN HITS MOTORS

DODGE CITY, Kans., July 23.—Once more the City Fathers are endeavoring to "legislate" the motorcycle business out of the business district of Dodge City. Last year, thanks to the aid rendered by the F. A. M. through its then Legal Action Chairman, William F. Johnson, the ordinance passed by the City Council was proved to be unconstitutional and void. The city is now working on a new ordinance directed at the motorcycle dealers who are crying to the F. A. M. for help. The matter has been referred to Legal Action Chairman Schnee, and the dealers are lining up with the F. A. M. to combat its passage.

WHOSE INDIAN?

Twin Left at Scranton Garage Thought to Have Been Stolen

SCRANTON, Pa., July 23.—An Indian twin motorcycle, 1915 model, fitted with a Stoll tandem, bearing motor number 80 G 465 was left six weeks ago at the Motorcycle Garage, 615 Spruce street, this city. Since no one has called for it in the meantime the proprietors of the garage, Otto and Adolph Maxion, are led to believe that the machine was stolen and are now looking for the proper owner.

The machine had no license on it and all of the nickel-plated parts, including the handle bars, had been painted black. One other distinguishing feature is the fact that the kick starter was badly bent. The Maxion brothers would be pleased to hear from the owner of the machine.

IN CANADA A "PRO" IS AN AMATEUR

TORONTO, Ont.—The Amateur Athletic Union of Canada has decided that a professional motorcycle racer is eligible for all other amateur sports, with the exception of cycling which is controlled by the Canadian Wheelmen's Association. The decision was reached when the registration branch of the union considered the application of Blount Burtchaell, formerly of Atlanta, Georgia, for permission to play amateur baseball in Toronto. Burtchaell was a professional motordrome racer for several years. The union's officials held that the operation of a self-propelled vehicle such as a motorcycle or automobile did not constitute athletic effort in the same sense as foot racing or ball playing. A professional rider could therefore compete as an amateur athlete.

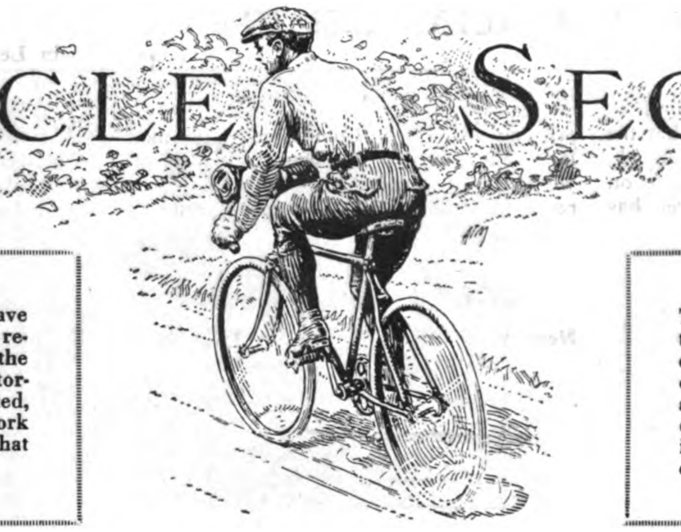
MAHONEY AGAIN WINS PRIZE

WESTBORO, Mass., July 23.—Timothy S. Mahoney, who last week won the F. A. M. membership prize with seven new members to his credit, has repeated the performance, taking the prize for the week ending July 21st with the same number of newcomers to his credit.

DIRECTORY OF ADVERTISERS

	Page
Auburn Ignition Mfg. Co., Auburn, N. Y.	48
Bearings Co. of America, Lancaster, Pa.	48
Benton Co., L. F., Vergennes, Vt.	47
Champion Spark Plug Co., Toledo, Ohio	8
Cleveland Motorcycle Mfg. Co., Cleveland, Ohio	4-5
Continental Rubber Works, Erie, Pa.	Cover 3
Corbin Screw Corporation, New Britain, Conn.	45
Davis Sewing Machine Co., Dayton, Ohio	37
Diamond Chain & Mfg. Co., Indianapolis, Ind.	44
Duckworth Chain & Mfg. Co., Springfield, Mass.	45
Eclipse Machine Co., Elmira, N. Y.	42
Ericsson Mfg. Co., 1115 Military Road, Buffalo, N. Y.	47
Excelsior Motor Mfg. & Supply Co., 3703 Cortland St., Chicago, Ill.	1
Fentress Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	48
Fido, E. G., 111 W. Washington St., Chicago	43
Firestone Rubber Co., Akron, Ohio	41-47
Frasse & Co., Peter A., 417 Canal St., New York	48
Goodyear Tire & Rubber Co., Akron, Ohio	2-3
Harley-Davidson Motor Company, Milwaukee, Wis.	24-25
Hawthorne Mfg. Co., Bridgeport, Conn.	Cover 2
Hendee Mfg. Co., Springfield, Mass.	9
Henderson Motorcycle Co., Detroit, Mich.	6-7
Miami Cycle & Mfg. Co., Middletown, Ohio	48
Mosler & Co., A. R., Mt. Vernon, N. Y.	10
New Departure Mfg. Co., Bristol, Conn.	38
N. Y. Mica & Mfg. Co., Auburn, N. Y.	40
Reading-Standard Co., Reading, Pa.	45
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	11
Standard Co., Torrington, Conn.	Cover 2
Stevens & Co., 375 Broadway, New York	48
Twitchell Gauge Co., 1200 So. Michigan Ave., Chicago, Ill.	Cover 2
Troxel Mfg. Co., Elyria, Ohio	Cover 4
United States Tire Co., 58th St. & Broadway, New York	12
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	44

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

SMITH MOTOR WHEEL FOR MILITARY WORK

Sales Manager Benson, of A. O. Smith Corp., Demonstrates the "Bicycle Booster's" Efficacy to Military Folk at Ft. Sam Houston; Back from Southern Trip

MILWAUKEE, Wis., July 19.—Sales Manager Benson of the A. O. Smith Corporation has returned from an extended trip through the Southwest where he has been calling on Smith dealers and representatives. He reports business conditions as booming, crops coming along finely in spite of a rather lengthy dry spell in west Texas, and says that the outlook for business during the Summer and Fall months in the cycle field is splendid.

The Schmelzer Arms Co., Kansas City, Mo., were enthusiastic at the way in which the 1917 Motor Wheel has met with favorable response from dealers in their territory and the Omaha Bicycle Co., Omaha, Nebraska, are doing a big business in their territory also.

At Fort Sam Houston

While in Texas, Mr. Benson spent some time with the Smith representative there, Guy G. Eidman, and also with Geo. Hoehn, the Dallas dealer who has done *much* to put Motor Wheels on the Texas map.

At Ft. Sam Houston Smith Motor Wheels in connection with Harley-Davidson army model bicycles were tried out to determine their fitness for army work, and the way in which both the bicycles and the Motor Wheels performed was truly remarkable, and demonstrated their practicability and efficiency for quick service, camp, orderly and messenger service beyond a doubt.

One test trip was made to Leon Springs Camp, twenty-nine miles away, the distance being covered in one hour twenty-one minutes. Most of it was over gravel roads, copply and with some very bad stretches. For three miles the road was being torn up for repairs, and the two army men had to take to the track on the side full of holes and where the dust was three inches thick. The last four miles was on the United States reservation and as this is a new camp just being gotten into shape, "there aint no roads." The two sergeants who conducted this test were loud in their praises of the way in which the Motor Wheels plugged through, and considered the distance covered in good time.

The final trip, however, was the real test. Mr. Benson himself and a Private Beall undertook a trip to Medina Dam, forty-five miles from San Antonio, the route laying over rough unsettled country to this new Government project. The day was hot, and the dusty, bare road reflected the piping rays of the sun and made the riders feel hotter still.

At 8:15, the two riders accompanied by Mr. Orlando Dibble, son of the proprietor of the Portage Tire & Cycle Co., San Antonio Smith dealers, set forth. The first fourteen miles proved to be a fine paved road, then came a twenty-five miles stretch of rough, gravel and choppy road which led off to the bed of the Medina River, at little Medina Dam. From here to the big dam, it was a steady upward climb. A grade of 10 per cent. over roads of solid rock ledge covered with loose rocks as big as cocoanuts were what these three riders encountered. It was impossible to dodge the rocks, and the road wasn't even a trail—it was a matter of trying to find the smooth spots and zigzag through. It was riding of the roughest sort and, of course, no speed was attempted. Even so, it was no easy matter to stick to the saddles of such light mounts. Every inch of the six miles was a grind, and when the big dam was finally

Sales Manager Benson and Private Beall at Fort Sam Houston

(Continued on page 36)

CARRYING THE PIERCE DOCTRINE TO CYCLISTS OF THE SOUTH

BICYCLES J. F. RIVERS SUPPLIES
J.F.RIVERS
J.F.RIVERS

BICYCLES
BICYCLES GEO. W. THOMAS

Left, Store of J. F. Rivers, Pierce Agent at Jacksonville, Fla.; Middle, Where G. W. Thomas Handles the Pierce Line in Savannah, Ga.; Right, Arthur Mitchell, Covering Mississippi, Louisiana, Georgia and Florida for the Henry Keidel Co., of Baltimore, Pierce Representatives; a Young Colored Champion of Georgia with His Pierce-Kramer Special; G. W. Thomas, the Savannah Booster, Furnishes Free Air and Keeps a Wrench and a Screwdriver on a Chain for the Use of Bicyclists.

LIBERTY GRIP

Continental Rubber Works Brings Out New Rubber Bike Grip

ERIE, Pa., July 23.—The Continental Rubber Works, maker of Continental, Vitalic, Brigadier and Enduro tires, besides a full line of rubber sundries, have brought out a new bicycle grip which will be marketed under the trade name Liberty. The Liberty bicycle grip is a molded rubber grip about the same length as the standard leather wound grips which are used so commonly by bicycle manufacturers on their medium-priced wheels.

The ever-increasing cost of leather and the fact that even at the high prices the material is hard to obtain have created a large demand for a substitute material for bicycle grips, and it is in answer to this demand that the Continental folk have brought out the Liberty bicycle grip. It no doubt will make its bow on a fair proportion of the medium priced bicycle offerings of the 1917 season.

CYCLE INVADES MINING DISTRICT

SOUTH PORCUPINE, Ont.—The bicycle is now frequently seen in the Cobalt mining region of Northern Ontario. Several stretches of good rock road are available in the "silver area" and, outside of the heavy vehicles for the carrying of ore, the bicycle has been found the most practical means of transportation.

ELDERLY WOMAN BUYS FLYER

SOUTH HAVEN, Mich., July 23.—Stephen J. Soule, Smith Flyer agent, of this city, has just sold a Smith Flyer to a lady over seventy years of age, who is having lots of sport learning to drive her new car.

DEWITT TAKES DAYTON

PLAINFIELD, N. J.—The Dayton Motor Bicycle has come to Plainfield and has caused quite a stir among the cyclists. Mr. W. V. Dewitt is the new dealer here and he expects to do considerable business with the Dayton the remainder of this season and be ready for a big year next spring.

COLUMBIA SIGNS

Transparencies, Long Delayed, Arrive for Distribution to Dealers

WESTFIELD, Mass., July 20.—A shipment of transparent window signs, which long since had been given up as lost, has finally reached the plant of the Westfield Mfg. Co. They are high priced signs of the sort that stretch all the way across the top of the window and which neither sun, wind, rain or frequent washing will remove. Signs of this sort have not been manufactured in this country to any great extent and for this reason the Pope folk many months since placed an order in Europe for a large quantity of them.

Each sign is made in three sections to permit of adjustment to any size window, the complete sign being five feet wide, with a two-foot drop in the center, showing the Columbia name place and two one foot wings with the words Columbia Bicycles.

The useful transparencies are printed in dark and light blue on a good yellow background, making a contrast that enables the sign to be seen clearly at a considerable distance. The signs are being allotted to Columbia distributors in all parts of the country as quickly as the Westfield folks can get them out.

NEW BUILDING FOR LEACOCK

ST. LOUIS, Mo., July 14.—Bicycles will have an important and attractive display in the new store of the R. J. Leacock Sporting Goods Co., 919-921 Locust street. The bicycle department is on the second floor of the four-story building, and the exhibit is much larger than the one staged in the old store.

The officers of the company believe that the bicycle branch of the business is continually growing in importance, and more attention than ever will be paid to it. The new store will permit of better service to riders, and it is expected that a boom in their sale will follow. More than 5,000 persons attended the recent opening of the new store, which is one of the most up-to-date sporting goods establishments in the country.

CYCLE SECTION FOR REGIMENT

HAMILTON, Ont.—The 13th Royal Regiment of Hamilton has decided to establish a cyclist section as a branch of the unit.

HONORS DIVIDED AT THE NEWARK VELODROME

Goullet Takes Five-Mile Open—McNamara Cops the Handicap and Magin and Verri Win the Team Race—Referee Gets Busy and Fines and Suspends Cyclists

NEWARK, N. J., July 23.—Honors were divided all around at the Velodrome yesterday and most of the stars at the track, both in the amateur and professional ranks, got their share of glory. Alfred Goullet added a few more points to his score in the all-around title race, and gathered $50 when he won the five-mile open. Reggie McNamara came through a winner in the half-mile handicap for the pros., and the team match race went to the Magin-Verri team.

Five Riders Steal Away

In the five-mile open five riders stole away for a half-lap lead. The runaways were Tom Bello, Alfred Halstead, Norman Anderson, Ray Eaton and Tommy Smith, Bello dropped back in the field again, but the other four kept going and for a time it looked as though they would take all the money. Charles Piercey, the Australian, did plenty of pacing after the quartet; Charles looked to be having a train in tow. At about a half-mile to go Eddie Madden, the localite, sent out an S. O. S. call to Goullet, got the office to go and closed the gap so that at sprinting time the big leaguers romped away from the lap-chasing runaways. Goullet won by a length from Frank Kramer, while Jake Magin finished third and McNamara fourth.

Frank Cavanagh, the "cave man" of Newark, showed a return to form in the races yesterday. Cavanagh won his trial heat of the "Criterion," a race that carries a $1,000 purse, and finished second in the half-mile handicap to McNamara. A team match race at a mile between Jake Magin and Francesco Verri, the Newark-Italian team, and Eddie Madden and Willie Hanley, the Newark-'Frisco pair, was won by the former by taking the first and third heats. Hanley came back in the miss-and-out invitation and ran away from the four others who lasted until the bell lap.

The trial heats of the "Criterion," a race run in six heats, three repechage heats, semi-finals and final and which carries $1,000 in prizes, were decided yesterday. Arthur Spencer, the new champion; Frank Cavanagh, Frank Kramer, Bob Spears, Reggie McNamara and Willie Spencer won their heats. Cavanagh surprised the crowd by beating Alfred Goullet in the trial heat. The repechage heats, run to give those shut out in the heats a chance to get in the semi-finals, resulted in Alfred Goullet, Francesco Verri and Jake Magin qualifying. The semi-finals will be run Wednesday night, weather permitting, and the final on Sunday. Three riders will qualify for the final, the winner of each of the three semi-finals earning the right to contest for the rich prize. The six riders that are shut out of the semi-finals will ride an "Omnium," or consolation race. On the day of the final of the big race, the winners of the "Criterion" and the "Omnium" will meet in a match race.

Champion Staehle Missing

In the absence of Amateur Champion Staehle, who went on a successful pot-hunting trip to Worcester, Mass., the other cyclists had a large field day. Fred Taylor romped home in front in the half-mile handicap. Charles Osteritter, the promising Bay View rider, won the miss-and-out in a rather sensational manner. Fred Taylor finished second and Gus Lang third.

The referee used the iron hand on a few of the riders. Frank Kramer and Frank Cavanagh were each fined $5 for looking around. Willie Coburn was disqualified in the half-mile handicap for not taking advantage of his handicap and was later suspended indefinitely for the offense. Fred Hill was suspended indefinitely for not taking his pace in the five-mile open. The referee could not see the flagrant team work in the five-mile or about a dozen others looking around, but then he cannot be expected to see everything. Summaries:

Third-mile novice—Won by George Lucadenna, Newark; second, Max Richman, Newark. Time, 46⅕ seconds.

Half-mile handicap, amateur—Won by Fred Taylor, Newark, 10 yards; second, Chris Dotterweich, Newark, 10 yards; third, Charles Osteritter, Newark, 25 yards; fourth, Eugene Bendi, New York. Time, 56⅗ seconds.

Miss-and-out race, amateur—Won by Charles Osteritter, Newark; second, Fred Taylor, Newark; third, Gus Lang, Newark; fourth, Chris Dotterweich, Newark. Time, 4:33. Distance, 2⅙ miles.

Half-mile handicap, professional—Won by Reggie McNamara, Australia, 10 yards; second, Frank Cavanagh, Newark, 50 yards; third, Menus Bedell, Newark, 50 yards; fourth, Gordon Walker, Australia, 35 yards. Time, 54⅘ seconds.

Miss-and-out invitation, professional—Won by Willie Hanley, San Francisco; second, Jake Magin, Newark; third, John Bedell, Newark; fourth, Peter Drobach, South Boston. Time, 4:27. Distance, 2⅓ miles.

One-mile team match, professional—Won by Jake Magin, Newark, and Francesco Verri, Italy; second, Eddie Madden, Newark, and Willie Hanley, San Francisco. Magin and Verri won first and third heats. Times, 2:52, 2:42⅗ and 2:58.

Five-mile open, professional—Won by Alfred Goullet, Newark; second, Frank Kramer, East Orange; third, Jake Magin, Newark; fourth, Reggie McNamara, Australia. Time, 10:02.

Trial heats of the "Criterion" at a half mile—Heat winners, Arthur Spencer, Frank Cavanagh, Frank Kramer, Bob Spears, Reggie McNamara and William Spencer. Repechage heats won by Alfred Goullet, Jake Magin and Francesco Verri.

WHY WICKFORD FOLKS GET THEIR PAPERS ON TIME

Squad of Bicycle Carriers Used by the Wickford (R. I.) "Standard" for Regular Deliveries. The Boy in the Foreground Is "Saving Up" to Buy a Bike

PATRIOTIC RUN

C. R. C. A. to Give 25 Per Cent. of Proceeds to the Red Cross

NEW YORK, N. Y., July 24.—Under the auspices of the Century Road Club Association, a monster patriotic pleasure run and carnival of sports will be held Sunday, August 12. The run will start from Columbus Circle, Broadway and 59th street, at 9 A. M., and will run to Pelham Parkway, where a series of bicycle races will be held. Thomas W. Whittle, Commissioner of Parks for The Bronx, will be the starter.

Divisions of Boy Scouts, a patriotic division, school boys' division, and a decorated bicycle divison will make up the run. The events to be contested include a quarter--mile record race, three-mile handicap, one-mile open, Boy Scouts race and a public school boys' race. Twenty-five per cent. of the proceeds of the meet will be given to the American Red Cross.

PARTNERS ENLIST FOR WAR WORK

ST. CATHARINES, Ont.—While both senior members of the firm have been away fighting Canada's war battles, Stevens and Adie, the local bicycle retailers, have been doing a big bicycle business under the able direction of Archie Adie and Tom Godfrey, the latter being a former well-known bicycle racing man of the British Isles.

POSTPONE A RACE

WHITINSVILLE, Mass., July 23.—The 16-mile road race that had been scheduled for Saturday afternoon was postponed until some future date on account of the Worcester races.

CHAMPION STAEHLE WINS AT WORCESTER

Newarker Wins Two Races Run by Worcester Cycle Club—Byron, Australia, Takes "Once Over" Novelty Contest

WORCESTER, Mass., July 22.—Over 2,000 excited fans turned out yesterday for the card of bicycle races that were conducted on the Fair Grounds track by the Worcester Cycle Club. Some of the best amateurs of the country competed in the six events, among them being John L. Staehle, the American amateur champion of 1916-'17.

The big event on the card was the ⅜-mile championship. John L. Staehle lived up to his reputation of a champion by taking the event handily from Ed Byron, the Australian, and Myer Cigal, the New Yorker. The half-mile open also went to Staehle, with Byron second. William Eager, a Newark rider, came home in third place and Myer Cigal landed fourth place.

The handicapper was liberal to Ray Caldwell, a member of the Brooklyn Division of the Century Road Club Association, in the one-mile handicap. Caldwell was given 225 yards and he romped away with the first prize. Fred White, who started with Caldwell, finished second, and Ed Byron, who rode from the honor mark, landed third prize. A one-mile championship of Worcester resulted in a runaway win for Irving Lancis.

One of the best and at the same time the hardest race on the card was the three-man team pursuit race. Five teams started and it took the Newark team, which was made up of Champion Staehle, Ed Byron and William Eager, 9½ miles to catch the last team, the local trio.

A novelty event was staged in the "once over" contest. In this event a prize of a complete racing outfit was given to the rider whose position on the wheel when riding was the most uniform, while another qualification was the neatness of attire. Every cyclist on the card paraded before the judges and the prize was awarded to Ed Byron. The summaries:

One-mile handicap, amateur—Won by Ray Caldwell, New York, 225 yards; second, Fred White, Worcester, 225 yards; third, Ed Byron, Australia, scratch; fourth, Joe Schaefer, Worcester, 75 yards. Time, 2:13⅕.

Half-mile open, amateur—Won by John L. Staehle, Newark; second, Ed Byron, Australia; third, William Eager, Newark; fourth, Myer Cigal, New York. Time, 1:24.

Three-eighth-mile championship, amateur—Won by John L.. Staehle, Newark; second, Ed Byron, Australia; third, Myer Cigal, New York. Time, 1:03⅗.

One-mile Worcester championship, amateur—Won by Irving Lancis. Time, 3:17.

Three-man team pursuit race, amateur—Won by Newark team, John L. Staehle, Ed Byron and William Eager; second, Worcester team, John Flynn, Edward Reidy and Louis Marcello. Time, 25:00. Distance, 9½ miles.

SMITH MOTOR WHEEL FOR MILITARY WORK

(Continued from page 33)

reached, it was a welcome sight to the weary riders.

The return trip had to be made over the same rough route, and coming down the steep grades was nearly as bad as going up. A spill any place along the way would have meant injury, but in spite of the loose gravel, there was fortunately no fall.

Private Beall, who made this trip could not say enough for the Harley-Davidson bicycles and Smith Motor Wheels, and the way in which they stood up, and his personal recommendation resulted in a very favorable report to headquarters.

He writes: "I take pleasure in giving you the full detail of the Smith Wheel which I tested for the Government. This wheel had a test that very few motors ever get. It was tested over road that could not be called road, but a rocky trail to Medina Dam from San Antonio. I take pleasure in saying that it did its duty in every respect and made the trip without any trouble whatever. I can say for the Smith Motor Wheel that it has no equal in its class and has every good merit a motor could have. It will at all times do its duty for it has power, durability and is simple, and best of all is its economy of gasoline, oil and other expenses."

THE MESSENGER GIRL

Miss Pinkey Berlin, the First Girl Messenger for the Postal Telegraph Co. in Nashville, Tenn. The Manager Says She Is Efficient and Is Looking for More Girls Like Her

ANOTHER CANADIAN CYCLE RUN

TORONTO, Ont.—The second big sociability run of the Associated Cycling Clubs of Toronto will be held on Sunday, Aug. 5, from the City Hall to Scarboro Bluffs. The riders will cover a total distance of sixteen miles. The first run, staged last May, brought out 294 bicyclists.

SMITH FLYER FOR FLORIST

AMARILLO, Tex., July 20.—Jimmie Caldwell, Smith Motor Wheel and Smith Flyer agent, recently sold a Smith Flyer to a florist of this city. A boy in uniform is now able to make deliveries with the Flyer that were formerly made by a man and horse and wagon.

GOULLET STILL LEADS

Fast Newarker Adds More Points to Score—Staehle Leads Amateurs

NEWARK, N. J., July 23.—Alfred Goullet, the professional cyclist, and John L. Staehle, the amateur champion, lead their respective fields in the contest for the all-around titles at the Velodrome. Goullet and McNamara both won a race at the track yesterday, and McNamara gained an extra fourth place. Staehle is four points ahead of Fred Taylor, who ousted Harry Hoffman from second place. The standing of the leaders in both divisions follow:

PROFESSIONALS

	1st	2d	3d	4th	Pts.
Goullet	12	4	4	2	— 82
McNamara	4	6	2	4	— 46
A. Spencer	5	0	0	2	— 27
Kramer	1	4	4	0	— 25
Bello	3	1	1	0	— 20
Spears	1	4	1	0	— 19
Grenda	1	2	2	2	— 17
W. Spencer	1	2	2	2	— 17
Magin	1	1	3	3	— 17
Hanley	1	1	3	3	— 16
Hill	1	2	1	1	— 14
Madden	1	2	1	0	— 13
Smith	0	1	3	1	— 10

AMATEURS

	1st	2d	3d	4th	Pts.
Staehle	8	2	3	1	— 53
Taylor	3	8	4	3	— 49
Hoffman	5	4	3	5	— 48
Lang	2	4	4	3	— 33
Osteritter	5	0	4	0	— 33
Dotterweich	1	5	4	4	— 32
Horan	3	0	1	2	— 19
Byron	2	1	2	2	— 19
Ciaciuch	1	2	1	0	— 13
Chapman	0	2	2	2	— 12

Points score: Five for first; three for second; two for third one for fourth places in handicaps and opens only.

ANDERSON PACES A WINNER

PHILADELPHIA, Pa., July 22.—Menus Bedell, paced by Norman Anderson, won the 50-mile paced race at the Point Breeze track last night. George Cameron the New Yorker, finished second. Vincent Madonna, Italy, and Percy Lawrence, San Francisco, were the other starters. Madonna finished third in the race. The time was 1:03:23⅕. William Vandeberry won two five-mile motorcycle races from Billy Armstrong. The first was run in 4:05⅕ and the second in 3:45.

NAPIER NIPS LAUX

BROOKLYN, N. Y., July 23.—William Napier won the weekly cork race of the Empire City Wheelmen yesterday. Napier just managed to catch Fred Laux in the last few yards. Tom Sorrentino finished third, Tom Kennedy fourth, Larry Hoppe fifth and "Pop" Rhodes sixth.

CYCLES ON PRINCE EDWARD ISLE

CHARLOTTETOWN, P. E. I.—Residents of the tiny island Province of Prince Edward Island may be reluctant to accept the automobile but they have permitted cycling to take a strong hold on their inclinations. According to an announcement in the Charlottetown *Patriot* a ladies' bicycle club is being organized in this city.

ON A
H N BAKER

Across the Continent

H. N. Baker completes 3000 mile trip—from San Diego to Boston with a stock Dayton Motor Bicycle.

Over 3,000 miles out of San Diego, having crossed the hot sands of the desert, and heavy mud roads of the Northern states, H. N. Baker drove into Boston, being the first rider to make a transcontinental trip with a Dayton Motor Bicycle.

Mr. Baker was not trying to break any records, or win a name for himself. Entirely upon his own initiative, without help from the factory, he set out from San Diego for his home in Boston. When he ran out of money he stopped and worked, until he got enough money to take him another lap on his journey.

On this trip the little Motor Bicycle was put to more tests than it would be in years of ordinary use. It encountered all kinds of roads and climatic conditions. And it came through a winner.

A Motor Bicycle that successfully withstands the strains of such a test will give more than ordinary service as a commercial or pleasure machine.

Many Dayton dealers are having big success selling Dayton Motor Bicycles for commercial use. Now is the time for you to do the same. Write us for our dealers' proposition.

The Davis Sewing Machine Company

CYCLE DEPARTMENT

530-540 Linden Ave. Dayton, Ohio

I am the Camper—

"THIS *is* the life!

"Away from heat and humidity—out where it's clear and cool—by bicycle; that's the ideal way. You'd be surprised what a convenience it is to have a bicycle in camp—to get all our supplies from nearby farm houses as well as water from the spring.

"Then, too, it's our only link to the outside world.

"'Though our roads are often rough and steep, I always feel that my New Departure Coaster Brake makes riding absolutely safe, to say nothing of the added pleasure that coasting gives me."

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

Fellows who camp without bicycles might just as well have left home the frying pan—we're convinced, and so will your boys be if you only make them see it that way, too.

Perhaps you haven't had any New Departure advertising matter this season—send you some?

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE COASTER BRAKE
The Brake that Brought the Bike Back.

GLENN BAXTER HAILED A ROAD CHAMPION

San Bernardino Cyclist Is Considered by Experts as America's Premier Road Rider—Won Time Prize in Record Time

Glenn A. Baxter, the Californian, Mounted on His Columbia Racer; Baxter Is Touted as a World Beater by the Native Sons

SAN BERNARDINO, Cal., July 21.—Glenn A. Baxter is hailed all along the Pacific Coast as the greatest road rider in America. This is the result of his making a record of 20 miles in 49:55 in the San Bernardino amateur handicap road race on May 12 on his Columbia racer. Riding from scratch, he came through a field of 35 riders, winning first place as well as time price, although the limit man had a ten-minute start.

In defeating this large field, which was made up of some of the best Coast speedsters, Baxter bettered the former American road record of 53:20 made over the excellent Long Island roads in 1900, and he almost equalled the world's record made in 1900.

His achievement is particularly noteworthy in view of the fact that the course actually measured 20.7 miles. Baxter also won time prize in the 12-mile handicap road race held at Riverside, May 26. In this race Baxter was placed a minute back of the field and the limit was 11 minutes.

Thirty-one riders started in the Riverside race, and all but one finished, Paul Newell, 7 minutes, being the only one to drop out. Prentiss Fulmer, a 13-year-old youngster, riding a Hudson, won the race from the ten-minute mark. Lloyd Wheeler, on a Columbia, won second place. Carl Douglas, who was astride an Indian, ran third, and an Iver Johnson rider, Don Albright, finished fourth.

Baxter caught his first man, Ed. Babcock, shortly after the start, and they paced each other to the Indian School, where Baxter caught Heaslitt. At this point Babcock dropped behind. Heaslitt and Baxter stayed together until just before the sprint started, when he drew away from the former. Heaslitt took second price. Baxter obtained his first knowledge of cycling as a newsboy rider. He is now employed in the office of the Southern Sierra Power Co., and cycling is his hobby. He is planning to team up with Heaslitt, and has persuaded the latter to give up his mount for a Columbia.

FOREIGN RACING

George Colombatto, the Italian paced rider, defeated Leon Didier, France; Bobby Walthour, America; Ellena, France, and George Seres, France, in a 100-kilometer (62.13 miles) paced race at the Velodrome d'Hiver, Paris, Sunday, July 1. The riders finished as named. The time was 1 hour 26 minutes and 47⅘ seconds.

Thorwald Ellegaard, the famous Danish cyclist, won the grand Prize of Mans at the latter city on Monday, July 2. Ellegaard met Marcel Depuy, the Frenchman, and another French rider, Compain, in the final, which was run in three heats, Ellegaard taking the first and second and Dupuy the third.

QUAKERS TRAINING HARD

PHILADELPHIA, Pa., July 24.—Members of the Quaker City Cycling Association are training hard for the big race meet to be held at the Point Breeze track August 18. Training is being done on both the roads and the track, and some great performances are due on the big day. A recent addition to the membership is F. Keighley, an English paced rider, who intends to get back in the game.

AMATEUR CYCLIST ENLISTS

EAST ORANGE, N. J., July 17.—Tommy Fitzsimmons, the local star amateur cyclist, who has been racing at the Newark Velodrome with success for the past few years, has answered the call of Uncle Sam.

On the Bell Lap

BY THE VET

Fred Taylor and Charles Osteritter, two of the best amateur racing cyclists at the Newark Velodrome, will in all probability be in Uncle Sam's service soon.

Willie Arend, the German sprinter, who won the world's championship in 1897, is said to be a prisoner of war, according to late exchanges from Paris.

Oscar Egg, the Swiss, who holds the unpaced hour record, bettered the record for five kilometers (3.1 miles) at Florence, Italy, Sunday, July 1. The old time was 6:47⅕ and Egg did the distance in 6:41⅖.

The death of W. F. Simpson, the inventor of the Simpson lever chain, which was used extensively in the 90's, is announced in the late issue of the *Irish Cyclist*. The Simpson lever chain was used by many racing cyclists, among whom were Platt-Betts, the late Jimmy Michael and others.

The Velodrome de Karravald, located at Brussels, Belgium, is being demolished. The war and the occupation of that part of Belgium by the Germans has made cycle racing impossible.

THE MOTORCYCLE AND BICYCLE ILLUSTRATED can be sent to our soldiers and sailors at the front for a one cent stamp. Read the notice in the upper right hand corner of the front cover.

The New York *Sun* is collecting a fund to purchase smokes for the boys in France. That is something that will be appreciated by the boys in khaki.

The "stallers" are to be persona non grata at the Newark Velodrome. While they are after the stallers they might break up a few of the big combinations or "trains" that are operating there.

Henry Werner, a Newark amateur; Ed Byron, the Australian amateur; Charles Piercey, the Antipodean pro, and John Drehr, another Newark racing cyclist, were drawn in the draft last week.

Champion John Staehle, the Newarker, is some pot-hunting expert. John, who can win in almost any kind of company, journeyed to Worcester, Mass., on Saturday, and won two races at the meet of the Worcester Cycle Club.

Nat Butler, manager of the Revere Beach track, staged a one-mile race for the professional sprint championship of New England at his track on Saturday night. Last year Tim Sullivan, of New Haven, won. This year Lloyd Thomas, of San Francisco, finished first, and Tommy Grimm, Newark, ran second. Tim Sullivan and Pat Logan, the only ones to be placed that know what a real boiled dinner is, ran third and fourth, respectively. Pat Logan said that he was glad the championship stayed in America.

PUGH ON CONDITIONS IN THE WEST

Excelsior Cycle Traveler Says Draft Has Had Scant Effect on Bicycle Business; Canada as Example

NEW YORK, July 19.—Writing from Omaha, Neb., L. S. Pugh, who recently joined the sales staff of the Excelsior Cycle Co., Michigan City, Ind., points out that despite the war, inclement weather and other negative influences cycle business throughout the west has not fallen off to any appreciable extent. In part, Pugh says:

"It will no doubt be of interest to you to know how the western dealers in the cycle line are being affected by the draft measures which are due to go into effect this week.

They Do Not Worry

"Bicycle dealers throughout this section do not seem to be greatly worried over the possibility of a slow business era following the organization of the new National army. To some extent the inclement weather throughout the opening months of the season did have a bad effect on the sale of new bicycles. Nevertheless, with a possible few exceptions, all the dealers I have called on have reported sales equal to or better than those of the preceding year.

"To be sure, there are many dealers who are reducing their stocks and retrenching in every possible manner. On the other hand, quite a few of them, noting the encouraging and unprecedented period of good business prevailing in Canada, are doing just the opposite. As a matter of fact, weather conditions regardless, and with the prospect of conscription going into effect at any moment, bicycle business throughout the Dominion has never been better.

"Regarding the Excelsior cycle business, will say that it has been most gratifying throughout the current year, and we have every reason to expect an even better season during 1918."

CANADA PLANS "BICYCLE WEEK"

TORONTO, Ont.—Canadian bicycle interests are already making preliminary preparations for the third annual bicycle week, which will be staged in 1918. J. F. Morrow, Toronto, assistant secretary of the Canadian Cycle Association, which is the organization of makers and jobbers in Canada, has thrown out the suggestion that the 1918 Spring celebration be held during the second week of April next. The officers of the Canadian association are hoping that the United Cycle Trade Directorate will decide upon the same week for the next drive in the U. S. A.

TO STOP STALLERS

Powers That Be Try to Stop Stalling at the Newark Velodrome

NEWARK, N. J., July 23.—An effort is being made to eliminate from the races at the Velodrome stalling tactics by the riders. After flagrant violations had been noticed at the track with nothing being done the powers that be tacked the following notice in the training quarters:

"All riders who stall hereafter, in all races, will be punished at the discretion of the referee, either at the time of the race or after the race is run, upon the referee receiving satisfactory evidence that the offense has been committed." The notice is signed "Richard F. Kelsey, chairman of the Board of Control, N. C. A."

Stalling is one of the worst forms of team work. There has been flagrant team work at the track this season, but the referee fails to act to stop the offense. The referee failed to "work" when big stars have teamed, but he was quick to disqualify some of the lesser lights. If they can eliminate stalling and riders sacrificing their chances for others they will have done something worth while.

WHIPPLE SELLS 30 CYCLEMOTORS

CHICAGO, Ill., July 23.—Whipple, the motorcycle man, who a couple of weeks ago added the Cyclemotor outfit to his varied line, has sold 30 complete outfits. Whipple handles the Miami and Columbia bicycle lines, as well as Pope motorcycles, and makes it plain that the Cyclemotor outfit has enabled him to make several sales on the higher priced pedal two-wheelers.

SIGNS UP FOR HARLEY-DAVIDSON

QUINCY, Ill., July 23.—R. S. Maxwell, manager of the Maxwell Garage at Lovington, Ill., has signed up with Harley-Davidson traveler Egaloff as agent in that territory.

WRIGHT SPARK PLUGS

"They Start Something Every Time"

and at Sheepshead Bay Speedway on July 19th and 20th they kept Parkhurst and Walker *going* so steadily for *twenty-four hours* that all records were knocked to smithereens (see story in this issue). Parkhurst, riding solo, established new records for 500 and 1,000 miles and for twenty-four hours' endurance. He used Wright Plugs and not once was he compelled to change on the long grind. In twenty-four hours he rode 1,386¼ miles. Walker, with Carl Lutgens as sidecar passenger, broke the twenty-four-hour sidecar record making 1,158¾ miles in the time. Walker used Wright Spark Plugs.

HARLEY
DAVIDSON

We believe these feats are enough to convince the most skeptical that, for rugged, service giving qualities the Wright Plugs are superior to all others.

Write **to us** and let **us send** you our **free** literature **that** will expl**ain to** you the **con**struction **of the** Wright **and** will give **you a** wealth of **Spark** Plug **informa**tion.

New York Mica & Mfg. Co.

Auburn, N. Y., U. S. A.

Three is Enough —More is Too Many

HERE'S the Firestone Three! A complete line; just the right answer for every need and price. Three, no more; not the numerous array which means extra work for the dealer and confusion to his trade.

Each a Leader in its Class

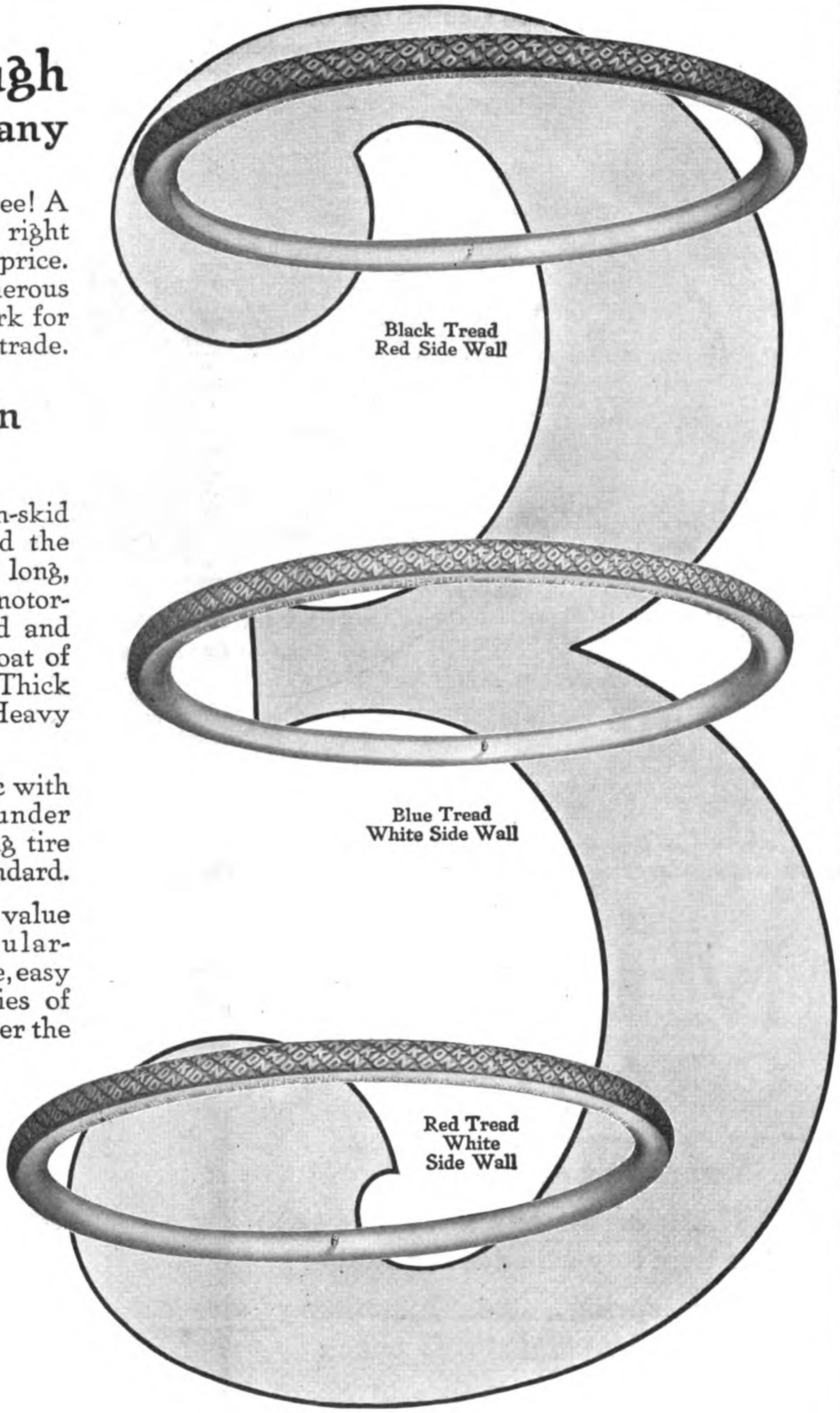
Black Tread Red Side Wall A heavy service non-skid tire, built to stand the wear and tear of long, severe service. Two plies motorcycle fabric, rubber-saturated and further protected by skim coat of pure gum between plies. Thick inner wall of pure rubber. Heavy flannel rim strip.

Blue Tread White Side Wall Two plies of fabric with two extra plies under tread. Fine looking tire and worthy of Firestone standard.

Red Tread White Side Wall Here's the biggest value offered in a popular-priced tire. Durable, easy and of good style. Two plies of fabric with one extra ply under the non-skid tread.

Get in touch with your jobber or our nearest branch today.

Firestone Tire and
Rubber Company
Akron, Ohio—Branches
and Dealers Everywhere



Firestone Bicycle TIRES

CHAMPIONS WIN AT NEWARK VELODROME

Arthur Spencer Takes Alfred Goullet Into Camp in Match—John L. Staehle Clinches the American Amateur Title

NEWARK, N. J., July 23.—Champions were in their glory at the Velodrome on Wednesday night, July 18. Professional Champion Arthur Spencer met and defeated Alfred Goullet in two straight heats of a one-mile match race. Spencer won the first heat by riding around his opponent and he won the second from in front. In each heat the last eighth mile was turned in 11 4-5 seconds.

Staehle Clinches the Title

Amateur Champion John L. Staehle clinched the American title for the second time when he won the two-mile race, the fifth of a series of six races. Staehle beat Gus Lang and Chris Dotterweich, the localites, and Harry Hoffman, the San Francisco cyclist, in the final. The standing in points in the amateur title competition is as follows: Staehle, 22; Fred Taylor, 12; Dotterweich, 7; Lang, 5; Hoffman, 4; William Eager, 3, and Harry Horan, 1.

Although beaten in his match race with Spencer in straight heats, Goullet had a chance to show what he could do in the ten-mile open. Goullet took the lead two laps from home and managed to stave off the sprints of the others. Reggie McNamara finished second, Frank Kramer, who came with a great rush, third, and Menus Bedell, fourth. Summaries:

Half-mile handicap, amateur—Won by Harry Horan, Newark, 30 yards; second, Henry Werner, Newark, 60 yards; third, Jerry Nunziata, New York, 50 yards; fourth, Fred Taylor, Newark, 10 yards. Time, 56 seconds.

Two-mile national championship, amateur—Won by John L. Staehle, Newark; second, Gus Lang, Newark; third, Chris Dotterweich, Newark; fourth, Harry Hoffman, San Francisco. Time, 5:02⅗.

Sixth-mile record trial, professional—Won by Frank Kramer, East Orange, 15⅘ seconds; second, Bob Spears, Australia, 16⅕ seconds; third, a tie between Reggie McNamara, Australia; Alfred Grenda, Australia; Francesco Verri, Italy, and William Spencer, Toronto, 16⅘ seconds.

Half-mile handicap, professional—Won by Jake Magin, Newark, 30 yards; second, Floyd Krebs, Newark, 60 yards; third, Fred Weber, Newark, 65 yards; fourth, Reggie McNamara, Australia, 5 yards. Time, 52⅘ seconds.

Two-mile invitation handicap, professional—Won by Alfred Grenda, Australia, scratch; second, Peter Drobach, South Boston, 35 yards; third, Menus Bedell, Newark, 55 yards; fourth, Charles Piercey, Australia, 10 yards. Time, 4:49.

One-mile match race, professional—Arthur Spencer, Toronto, vs. Alfred Goullet, Newark. Won by Spencer in straight heats. Times, 2:54 and 3:08, respectively. Time for last eighth-mile, 11⅘ seconds in each heat.

Ten-mile open, professional—Won by Alfred Goullet, Australia; second, Reggie McNamara, Australia; third, Frank L. Kramer, East Orange; fourth, Menus Bedell, Newark; fifth, Bob Spears, Australia.

CAN CYCLE ON THE SIDEWALKS

LINDSAY, Ont.—Apparently the members of the Lindsay Town Council are red hot cyclists or they have a soft spot in their hearts for cycling. They have decreed, unanimously, that the local wheelmen may ride on all sidewalks providing they do not inconvenience pedestrians. Moreover, Chief of Police Short was advised to use discretion in regulating the bicycle traffic on the sidewalks, the riders to be given the benefit of any doubt in case of complaints.

WILEY WINS FEATURE

Syracuse Cyclist Victor in Brassard Race at Revere Beach Track

REVERE, Mass., July 23.—George Wiley, the Syracuse rider, won the one-hour Brassard paced race at the Revere Beach track, Wednesday night, July 18. Wiley was opposed by Clarence Carman, the American champion; Vincent Madonna, the Italian, and Fred Herbert, Fall River. Herbert finished second and Madonna third, Carman being eliminated through accidents. In the hour Wiley covered 41⅜ miles.

Tim Sullivan, the New Haven rider, won the five-mile open for the professionals. G. H. Boyd, the old veteran, won the quarter-mile handicap for cash chasers, and the amateur feature, the three-mile open, was taken by John Fardig, of Orient Heights. Summaries:

Half-mile handicap, amateur—Won by Louis Hiban, New York, 45 yards; second, Fred Hansen, Revere, 70 yards; third, Frank Keenan, 65 yards; fourth, Frank Logan, South Boston, 90 yards. Time, 57⅘ seconds.

Three-mile open, amateur—Won by John Fardig, Orient Heights; second, Elmer Duncan, Everett; third, William Eager, Newark; fourth, Louis Hiban, New York. Time, 6:50⅗.

Quarter-mile handicap, professional—Won by G. H. Boyd, Somerville, 80 yards; second, Denis Connolly, Everett, 75 yards; third, Lester Bowker, Inwood, L. I., 45 yards; fourth, Tim Sullivan, New Haven, 30 yards. Time, 26⅘ seconds.

Five-mile open, professional—Won by Tim Sullivan, New Haven; second, Pat Logan, South Boston; third, George Bowker, Inwood, L. I.; fourth, Lloyd Thomas, San Francisco. Time, 12:04.

MORROW
COASTER BRAKE

You can't go wrong with a Morrow.

The Morrow has a larger braking surface than any other brake made.

The spring steel expanding sleeve assures a firm and steady check.

The large hub shell and bronze outer lining are other exclusive features.

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ELMIRA NEW YORK
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don't hesitate longer! Through its undeniable merit the Morrow Coaster Brake has earned the right to be called America's Fastest Selling Brake. It does all we claim for it and more. Get in touch with us at once and get in on the magnificent profits our agents are getting
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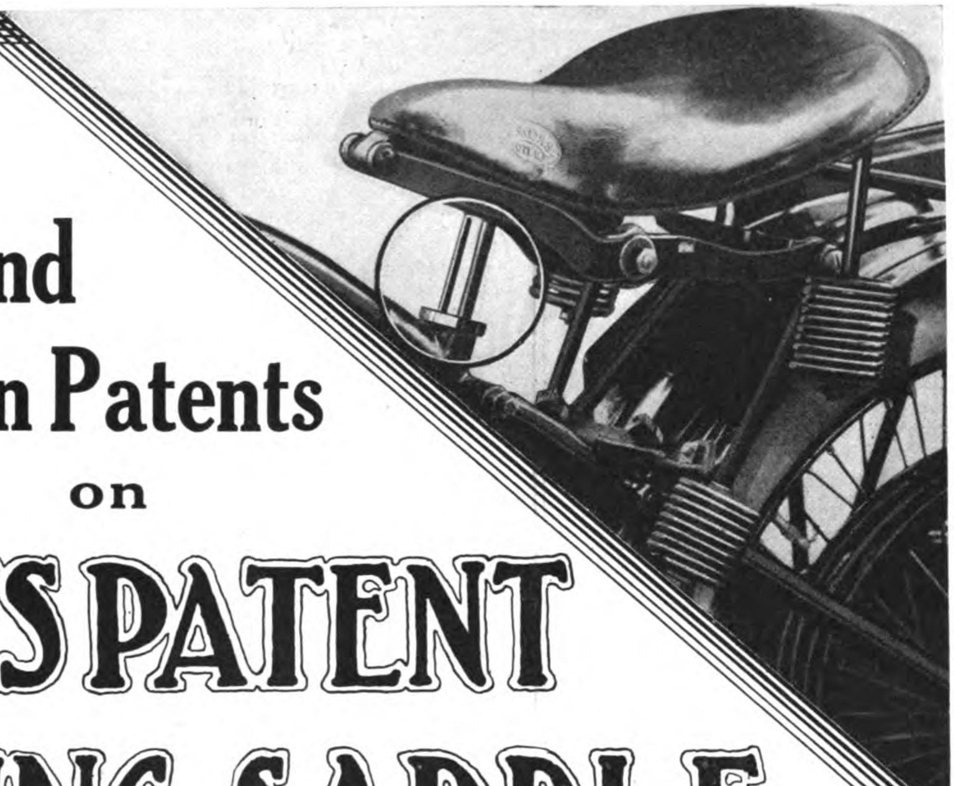
"IT HAS MADE ITS WAY BY THE WAY IT'S MADE."



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FIDO'S PATENT SPRUNG SADDLE POST

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Exclusive patents in the United States are offered for immediate disposal.

Fido's Patent Sprung Saddle Post is the invention of a British Engineer in India and possesses international possibilities.

Already one manufacturer of international repute has made a substantial offer on a straight cash or royalty basis for these patents.

The saddle equipped with Fido's Patent Sprung Saddle Post combines comfort and strength—strength without rigidity. No portion of the saddle is rigid—the resiliency is shared by springs and post alike. The spring post is sensitive and yielding. It not only adds to the joy and comfort of the motorcyclist or bicyclist, but greatly lessens the liability to fatigue or injury by reducing the strain on the back.

The bicycle or motorcycle manufacturer who wishes to increase the attractive value of his product will find in this patent an opportunity worthy of investigation. Write for full particulars—address in first instance:

E. G. FIDO
Care J. Roland Kay Co.
111 W. Washington Street,
Chicago, U. S. A.

P. O. LAWRENCE WINS

San Francisco Paced Rider Captures One-Hour Race at Point Breeze Track

PHILADELPHIA, Pa., July 23.—Percy Lawrence, of San Francisco, won the one-hour motor-paced race at the Point Breeze track Thursday night, July 19. Lawrence won by two-thirds mile over Clarence Carman, the American champion. George Wiley, Syracuse, finished third and Vincent Madonna, the Italian, fourth. In the hour, Lawrence covered 48 miles, 553 yards and 1 foot.

The race was an exciting one from the start to the finish. First one rider and then another would take the lead. All four started off at a great clip, with Madonna taking the lead. At about eight miles Carman passed Madonna. At the 37th mile Lawrence took the lead away from Carman and was never headed. Carman, going at a great rate, had to follow his pacemaker, Hunter, onto the motorcycle track at one time when Madonna's chain came off. Both were given a great hand for the nervy move.

BICYCLE DAY HELPS

C. L. Smith, Los Angeles Dealer, Says That Bicycle Day Made Business

LOS ANGELES, Cal., July 21.—Doing it right was the principle that actuated the Riverside bicycle dealers in staging their big bicycle day parade. The result has been an increase of trade since that time which surpassed their fondest expectations. C. L. Smith, the Los Angeles bicycle jobber, declares that never in all his experience did he see so large a body of bicycle riders all in fancy dress and with beautifully decorated wheels.

The parade, several blocks in length, did not have a single rider who was not in this class. A great deal of ingenuity was shown in getting up the costumes and they had so much "pep" and were so appropriate that the public simply had to sit up and take notice that the bicycle crowd was an aggregation to which it paid to belong. The result was the creation of scores of prospects right on the spot, and dealers have had the best kind of material to work on and will experience good effects for months to come.

WILEY WINS AGAIN

Syracuse Rider, Teamed with Collins, Rides in Great Form at Revere

REVERE, Mass., July 22.—George Wiley, Syracuse, and Elmer Collins, Lynn, were the victors in the 30-mile motor-paced team race at the Revere Beach track last night. Wiley and Collins met Clarence Carman, the American champion, and Frank Corry, the Australian, and won handily in 42 minutes.

Lloyd Thomas, the San Franciscoan, won the one-mile New England championship. Tommy Grimm, of Newark, was second and Tim Sullivan and Pat Logan, two New Englanders, finished third and fourth. Marcel Berger, the San Francisco amateur, won the half-mile handicap and finished second in the miss-and-out race to Louis Hiban, the New Yorker. Summaries:

Half-mile handicap, amateur—Won by Marcel Berger, San Francisco, 45 yards; second, Elmer Duncan, Everett, 50 yards; third, Frank Keenan, Revere, 75 yards; fourth, Fred Hansen, Revere, 60 yards. Time, 57⅕ seconds.

Miss-and-out, amateur—Won by Louis Hiban, New York; second, Marcel Berger, San Francisco; third, Fred McKenzie, Revere; fourth, Frank Jeehan, New Haven. Time, 2:28. Distance, 1⅝ miles.

Half-mile handicap, professional—Won by George Bowker, Inwood, L. I., 65 yards; second, Ned Chandler, Boston, 60 yards; third, Tom Connolly, Everett, 80 yards; fourth, Hugh McPartland, Boston, 85 yards. Time, 55⅕ seconds.

One-mile New England championship, professional—Won by Lloyd Thomas, San Francisco; second, Tommy Grimm, Newark; third, Tim Sullivan, New Haven; fourth, Pat Logan, South Boston. Time, 2:32⅕.

Thirty-mile motor-paced team race, professional—Won by George Wiley, Syracuse, and Elmer Collins, Lynn; second, Clarence Carman, Jamaica, L. I., and Frank Corry, Australia. Time, 42:00.

LONG TRIPS WITH SMITH FLYER

ELMIRA, N. Y., July 20.—Archie Guenon, of this city, has just completed a trip from Texas to New York on his Smith Motor Wheel. Guenon reports that he had no mechanical trouble whatever, and further says:

"My machine has given me perfect satisfaction in Texas sand, on Arkansas pikes, and in New York snow and mud."

GETS LARGE SHIPMENT OF BICYCLES

McMEEHAN, W. Va., July 23.—Caledabough Bros., local hardware dealers, have taken the agency for the Cyclemotor and Smith Motor Wheel. They have pust received a large shipment of bicycles, which they will market under their own name plate.

Diamond Chains
FOR
Motorcycles

Diamond No. 149 is an unexcelled motorcycle chain for every motorcycle service.

Every part is accurate, the wearing parts are heat treated by the same scientific process as those of our heavy truck chains, the rollers DO NOT BREAK.

Put DIAMOND to the test on your machine.

You'll be a DIAMOND booster ever after.

Diamond Chain & Mfg. Company
Indianapolis, Indiana

The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit

THE HEART OF THE MOTORCYCLE

WE EQUIP
THOR
POPE
MERKEL
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EMBLEM
DAYTON
SPACKE
MILITAIRE
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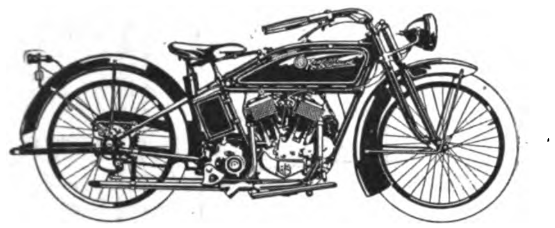
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD

"H"

WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES



The READING STANDARD

DEALERS

If you are seeking a motorcycle that possesses all the qualities required to make quick, easy sales and satisfied customers, you should investigate the claim of the Reading-Standard. We invite correspondence with established dealers who are desirous of becoming our agents in their districts. Write us today and let us submit our interesting dealers' proposition. Our newly acquired equipment enables us to supply our dealers in quantity and quality and without delay.

Riders who cannot get information about the R-S Motor Cycle from their dealers should write to us direct for our booklet.

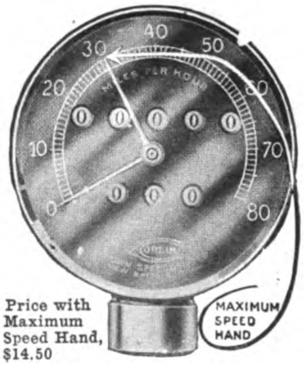
Reading Standard Company
501 WATER ST. READING, PA.

In All Respects the Logical Speedometer Selection

FOR accuracy under all conditions, for dependable service after long usage, for convenience and all around usefulness, you could make no wiser selection than the

CORBIN-BROWN SPEEDOMETER

Motorcyclists have used it for years and received from it service of the most satisfactory nature. Every year it registers more miles and registers them accurately, and every year more motorcyclists are coming to recognize it as the standard speedometer equipment.



Price with Maximum Speed Hand, $14.50

Investigate this instrument at once.
Write for Catalog.

THE CORBIN SCREW CORP.
The American Hardware Corporation, Successor
NEW BRITAIN, CONN.

Branches:
New York Chicago Philadelphia

Makers of Corbin Duplex Coaster Brakes for Bicycles.

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad. to the classified department — THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

DUCKWORTH

"THE CHAIN OF EVENTS"

The Duckworth Chains are used by more holders of motorcycle records than are any other chains.

The Duckworth Chains are standard equipment on more American motorcycles than are any other chains. They are standard on

Harley-Davidson Dayton
Reading Standard Henderson
Pope Indian Excelsior

Duckworth Chain & Mfg. Co.
Springfield, Mass.

Special Service Department

EXCELSIOR - SERVICE

Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

STANLEY T. KELLOGG Eastern Distributor
Bridgeport Conn.

Rogers SIDECARS

NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

IRVING BECK
70 East 131st St. Phone Harlem 7083

Motorcycle Tires

Parts and Supplies

Also

BICYCLES and SUPPLIES

WHOLESALERS and JOBBERS

CITY SUPPLY CO.

56 Warren Street New York

HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experiences.

HARLEY-DAVIDSON SALES CO.
533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway, Jersey City, N. J.
NOTE: Only 20 minutes from Broadway, N. Y.

National Dealers' Directory

NEW YORK CITY

DAYTON and EXCELSIOR
PARTS, REPAIRS AND SUPPLIES
DRISCOLL & JEANROY
209 West 126th Street, New York
Phone 3352 Morningside

OILS SUPPLIES
J. C. FOLEY
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

HARLEY - DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
302 West 13th St. Phone 3986 Chelsea

HARLEY-DAVIDSON SALES CO.
Distributor
Harley-Davidson Motorcycles and Bicycles
New York Bronx Branch
533 West 110th St. Webster Ave. at 165th St.

INDIAN
HARLEM DISTRIBUTER
Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
1601 PARK AVE. Tel. Harlem 2337

The Summit Cycle & Auto Supply Co.
2984 Boulevard, Cor. Newark Ave.
Jersey City, New Jersey—Phone Conn.
NOTE: Only 20 minutes from Broadway, N. Y.

OLIVER'S
INDIAN SERVICE STATION
All Repairs Guaranteed
959 Brook Ave., Tel. Melrose 9762
Oliver Berckhemer, Prop. V. C. Pelezzare, Mgr.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN and EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

STERN BROS. ***INDIAN***
Storing, Repairing and Supplies
79th St. and Second Ave. Tel. 1933 Lenox.
Garage, 449 East 83d St.
Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

BROOKLYN

"BOB" BRAZENOR
Brooklyn Distributor
HARLEY-DAVIDSON MOTORCYCLES
1157 Bedford Ave. 594 Jamaica Ave.
Tel. Decatur 1764 Tel. Cypress 4700
Brooklyn, N. Y.

FRANK P. BAKER
BROOKLYN DISTRIBUTOR
***Indian* Motocycles**
1080-1082 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

BEN RUDERMAN
Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan
1031 Bedford Ave., Brooklyn

WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

LONG ISLAND

INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 498J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn *SERVICE STATION:* 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—Two high-grade English Precision motors, single cylinder. Bosch magnetos and muffler attached, complete ready for use. Bought for experimental purposes, never used. What do you offer? Cycle Department, The Davis Sewing Machine Co., Dayton, Ohio.

FOR SALE—1914 Indian twin with 1915 clutch, engine just overhauled and in fine condition. Tires practically new. Have joined navy and must sell machine at once. Will sacrifice for $60. cash. A Thole, 630 Flatbush Ave., Brooklyn, N. Y.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

FOR SALE—A red Cygnet rear car. Fine condition; run less than thousand miles. Fifty dollars. J. M. Dossman, Valatie, N. Y.

MOTORCYCLE and BICYCLE BUSINESS for sale cheap in the best motorcycle city for its size in the United States. Address T. E. M., care Motorcycle and Bicycle Illustrated.

One 1917 twin EXCELSIOR, fully equipped	$160
One 1914 HARLEY twin two-speed	$120
One 1914 INDIAN twin	$60

T. E. Messer, Corning, N. Y.

FOR SALE—1915 Harley-Davidson and sidecar just overhauled at the H.-D. factory and fitted with new piston rings, new valves and valve springs, new chains and new magneto, cylinders re-bored. Fully equipped with lights, extra tire and tandem. Both machine and sidecar painted grey. All tires practically new. Will sell very reasonable for cash only. James Finney, P. O. Box 52, Genesee, Wis.

MISCELLANEOUS

WANTED—A bicycle motor attachment, Shaw, Steffey, Kopp, Erie or Geer. Must be 2 h. p. in good running order and cheap. William M. King, R. D. No. 1, Bulger, Pa.

BUSINESS OPPORTUNITIES

BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—One or two young fellows experienced in the Bicycle and Motorcycle Accessories line, to wait on dealers. City Supply Co., 56 Warren St., New York City.

WANTED—Experienced man to pack and ship bicycle and motorcycle accessories. Bicycle repair man preferred. City Supply Co., 56 Warren Street, New York City.

30 Per Cent More Protection Against Skid

More rubber, broader, thicker, tougher tread. More angles, better road grip. Your dealer can supply you.

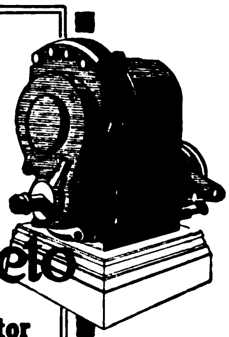
FIRESTONE TIRE & RUBBER COMPANY
Akron, O. Branches and Dealers Everywhere

Firestone

Motorcycle Tires

Worth More

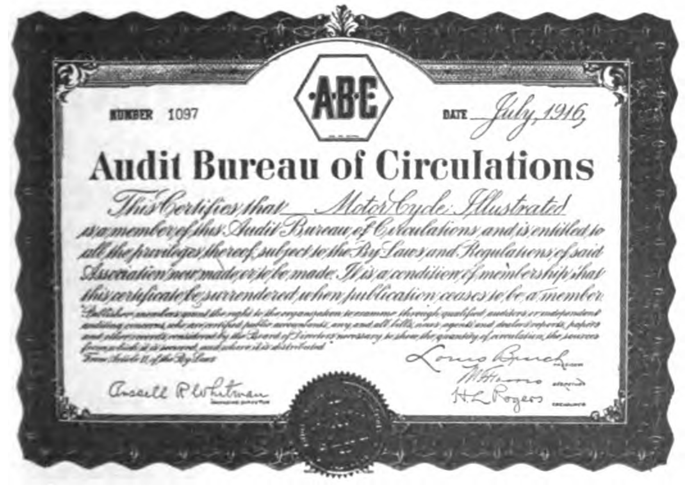
Does More



The Berling Magneto

Just ask for it on your next motor

Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.



ABC

NUMBER 1097 DATE July, 1916,

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BENTON SPARK PLUGS

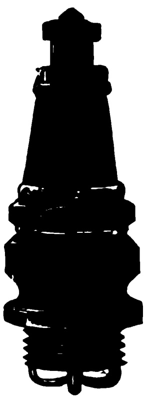
(Case Hardened)

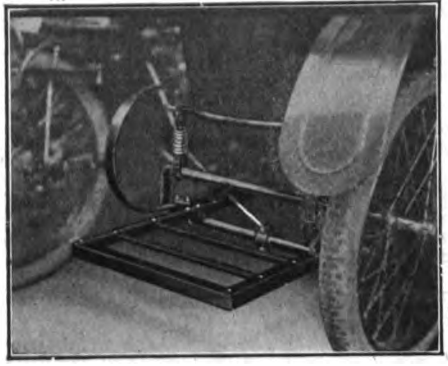
Benton Spark Plugs owe their growing popularity to the excellent service they give, due to the extreme care exercised in their manufacture.

Dealers and Repair men recommend them because they make good.

Write for booklet.

L. F. BENTON COMPANY
Vergennes, Vt.





Side Car Equipment

is not complete without

SAFETY SHOCK ABSORBERS
Per Pair $1.00

B.R.T. LUGGAGE CARRIER
Price $2.75

At Your Dealers.

STEVENS
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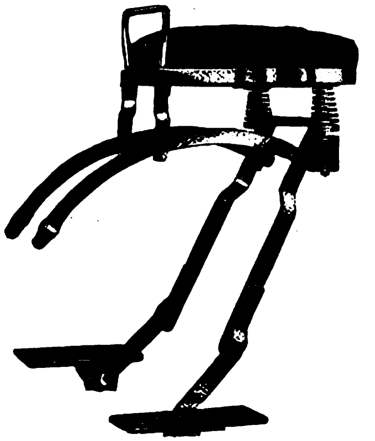

SAFETY FIRST!

Just as simple as riding alone when your machine is

F-N EQUIPT

The extremely low riding position and the firm hold on the machine are important safety factors.

Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT, MICH.

AIM
AUBURN

The "AIM" behind the Name Guarantees a *PERFECT* Spark Plug
WHAT MORE CAN BE SAID?
Try them when next ordering

Auburn Ignition Mfg. Co.
Auburn, New York.

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RENOLD
MOTORCYCLE CHAINS

7100	¾" Pitch 5/16" Wide
7143	⅝" Pitch ¼" Wide
7144	⅝" Pitch ⅜" Wide

For over a quarter of a century the makers of Renold Chains have been putting 100 per cent. material, labor and brains into their product and for the same length of time the users have been getting 100 per cent. satisfaction.

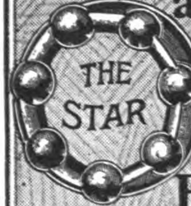
RENOLD
RENOLD

Peter A. Frasse & Co., Inc., 419 Canal St., N. Y.

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.



Wherever Ball Bearings are used you will find

STAR
Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

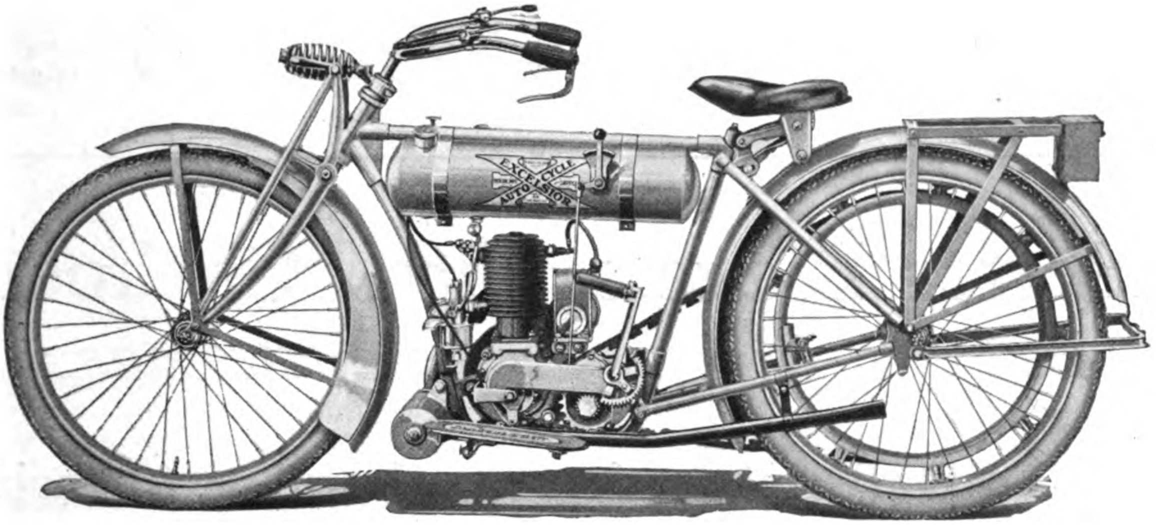
If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.



SENSIBLE ECONOMY IS IN ORDER

A Declaration of War does not signify the End of the World, nor does war time economy mean the absolute elimination of everything that makes life worth living.

To sensible people it means getting full value at minimum cost, whether it be investments for pleasure or utility.

A certain class of motorcycle riders will be satisfied with nothing but enormous power and terrific speed. To each one of these there are hundreds who want a motorcycle as a convenient, rapid and economical means of personal transportation.

The business man wants to reach his office, the workman his place of employment and the pleasure seeker his place of enjoyment, rest and recreation.

To all of these the EXCELSIOR Light Weight offers every desirable element at the lowest possible cost.

It is a "regular motorcycle" with Ample Power, Two-Speed Gear, Foot Operated Motor Starter and every desirable feature, coupled with Economy of Operation, Ease and Safety in handling and a first cost within the reach of everyone.

It is a family machine that owing to its simplicity and safety of operation and light weight, is equally adapted to the requirements of either sex and any age above actual childhood.

No matter where or why you want to go, the EXCELSIOR Light Weight will take you there comfortably, quickly, and at less cost than any other means of transportation.

Our new catalog is now ready, fully describing this and the heavier models of the "Good Old X," together with the new EXCELSIOR Sidecar.

Get one from the dealer or write for it today.

Live dealers who fear the loss of their trade thru the demands of warfare, will find that loss more than made up by the great class of people who need only be shown the efficiency, capacity and utility of the EXCELSIOR Light Weight to become buyers and also enthusiastic boosters.

Excelsior Motor Mfg. & Supply Company
3703 Cortland Street Chicago

BLUE STREAKS
TRADE MARK REG. U. S. PAT. OFF.

Better Bicycle Tires Cheaper
Bring a Bigger Bicycle Business

GOODYEAR dealers are learning, to their great satisfaction, that the movement for *better bicycle tires at lower prices,* as pioneered by Goodyear Blue Streaks, is bringing thousands of bicycle riders back to this fine, healthful sport.

And, in the same proportion, their bicycle and bicycle tire business is growing day by day.

In every community there have been hundreds of wheels laid up with flat tires. Riders often gave up bicycling because they grew weary of getting unfair tire value. That was before they knew Goodyear Blue Streaks.

Goodyear's new policy of simplifying the making and selling of bicycle tires changed all this. Folks are coming back to their wheels.

And Goodyear dealers, who are identified with this widely-read, square-deal policy campaign, are getting the benefit in largely increased sales.

Are you profiting from this advertising?

The Goodyear Tire & Rubber Company, Akron, Ohio

GOODYEAR
AKRON

Parents Welcome These New Savings on Goodyear Blue Streak Bicycle Tires

The Goodyear Blue Streak plan of making and selling better bicycle tires cheaper pleases everyone—boys and girls as well as their mothers and fathers.

Economical buying is always sensible when the article bought does not sacrifice quality through the saving. And, especially so today when all America is practicing thrift.

The money saved by buying Goodyear Blue Streak Bicycle Tires, at $3.25 each, will come in very handy with prices of everything so high.

Why should any rider pay more when, for $6.50, he may own a pair of Goodyear Blue Streaks which in quality will match many other tires at $10.00 per pair? And Blue Streaks are usually better than tires selling at the same price.

Goodyear gives you these savings by making only one tire—standard quality, always the same. This cuts factory costs. Then Goodyear saves you more money by selling direct to the Goodyear dealer in your town. That cuts out the needless handling-profits that are added to other tires you might buy.

Make these savings yourself. You are entitled to them. See the Goodyear dealer in your town. Or write to the Goodyear Tire & Rubber Co., Akron, Ohio, for his address.

BLUE STREAKS

Trade Mark Reg. U. S. Pat. Off.

BOYS and girls who ride on Goodyear Blue Streak Bicycle Tires do not go to Dad so often for tire money.

Durable Tires Mean More Miles

Goodyear Blue Streaks are built for maximum wear. They are rugged and strong. Tough treads give them extra long life. Two reinforcing, under-tread strips guard against punctures. And the two-ply tire body is of stout, enduring fabric. Goodyear Blue Streak wear will be a glad surprise to you.

Pedaling Is Easy on Lively Tires

There's no grinding leg-work on Goodyear Blue Streaks. These tires are made springy and active with light, pliant fabric. The two-ply tire body is laid in lively rubber. Your legs will thank you when you change from heavy, clumsy tires to these lively, resilient Goodyear Blue Streaks.

AND fathers are pleased. For careful buying is one of the first lessons of good business.

No Side-Slips on These Non-Skids

Speed up, if you wish, on your Goodyear Blue Streaks. You needn't fear side-slipping any more, because the Goodyear non-skid tread takes care of that. Tough blocks of rugged rubber bite their sharp edges together and carry you safely. Press your thumb on the Blue Streak tread. *Feel* the "bite."

Smart Looks Help Your Wheel

Then you have handsome appearance, too. Goodyear makes your Blue Streaks smart-looking to match the fine quality within. Look for the bright Blue Streak on the side. You can point proudly to these tires anywhere you go.

GOODYEAR

AKRON

A Matter of Efficiency

YOU need the best of ignition to get the most out of your machine—most speed, most power, greatest serviceability.

When Bosch Magnetos first displaced battery ignition because it was too slow and unreliable, they set a standard of efficient service that immediately was adopted and has not been bettered.

Bosch Magnetos always have been built of the best materials and by the best workers. They require practically no attention in use. They cost the motorcycle makers a little more because of quality construction, but the extra cost is charged to "rider service" and does not affect the price you pay.

Your motorcycle, the one you buy or sell, will be Bosch-Equipt if you insist.

BE SATISFIED **SPECIFY BOSCH**

Send for "The Best Races of 1915 and 1916"

BOSCH MAGNETO COMPANY
206 West 46th Street **New York**
CHICAGO **DETROIT** **SAN FRANCISCO**
Service Stations in Every State

The Priceless Reputation Back of Harley-Davidson Bicycles—What It Means

Last year one of our dealers in the East tried to sell bicycles which he had made up for him.

He was unable to sell the unknown brand successfully in spite of the hardest kind of effort.

This season this dealer took on Harley-Davidson bicycles, and he is selling them like the proverbial "hot cakes."

By giving this dealer a better bicycle and with the Harley-Davidson name and reputation back of it, the combination was nine-tenths of the sale. This dealer says so himself and his experience is not an exceptional one. The same thing is going on in every section of the country.

More and more dealers and bicycle riders are learning that the Harley-Davidson line of bicycles is setting a truly astonishing standard. Many give the Harley-Davidson name and reputation the credit for their rapidly increasing bicycle sales, but the fact remains that the quality of ordinary bicycles was nowhere near to the Harley-Davidson standard and that Harley-Davidson bicycles are rapidly setting a new and higher standard in the bicycle industry.

The Harley-Davidson Motor Company could not afford to sell bicycles of ordinary quality.

Harley-Davidson Motor Co.
MILWAUKEE

The Length and Breadth of the Country

In June, Alan T. Bedell crossed the United States from West to East on a stock Henderson motorcycle in faster time than had ever been made before by one man.

Los Angeles to New York City, 3296 miles, in 7 days, 16 1-4 hours, lowering the best previous record 3 days, 19 hours, 54 minutes.

In July, Roy Artley rode the length of the country from North to South on a stock Henderson, shattering all records for the famous Three-Flag Drive by averaging 555 miles per day for three days in succession.

Canada to Mexico, 1667 miles, in 3 days, 25 minutes, lowering the best previous record 8 hours, 50 minutes.

Roy Artley rounding a turn on the road in his fast flight from Canada to Mexico.

Both trips were characteristic examples of the dependability of Henderson construction, the endurance made possible by four-cylinder design. The masterful power of the four-cylinder motor won over every difficulty of mountain, desert or forest trail. And the fine physical condition of both riders at the finish, their freshness and lack of fatigue, gave convincing evidence of the comfort due to the distinctive Henderson *smoothness.*

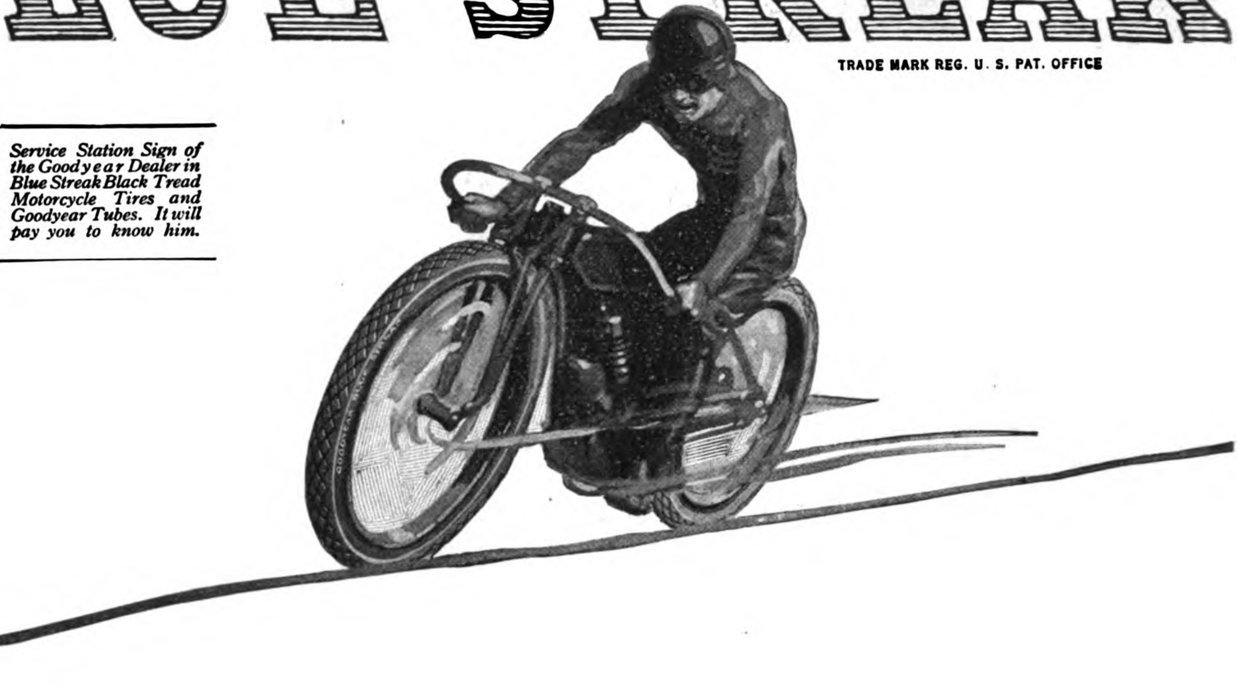
Henderson Motorcycle Co., Detroit

BLUE STREAK

TRADE MARK REG. U. S. PAT. OFFICE

BLUE STREAKS
GOOD YEAR
Service Station

Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.



They Are Standard Original Equipment With *Every* Motorcycle Maker

EVERY purchaser of a motorcycle can have the Goodyear Blue Streak *Black Tread* Tire from the beginning.

For the manufacturers of every motorcycle made in America have chosen this tire as standard original equipment.

Their unanimous vote is, of course, partly due to their certain knowledge that these tires will insure the purchasers of motorcycles against trouble.

But it is also due to the fact that experienced riders *everywhere* demand this tire.

There is certainly no more careful and discriminating class of motorcyclists than those who race.

This class, like every other, insists on the Goodyear Blue Streak *Black Tread.*

In the Independence Day races all over the country, this tire again took the honors.

At Atlanta, Georgia, it took *two* firsts; at Salt Lake City, Utah, *three* firsts; at Oshkosh, Wisconsin, *four* firsts; at Roswell Track, Colorado Springs, *seven* firsts.

At Sheepshead Bay, New York, it took *eight* firsts.

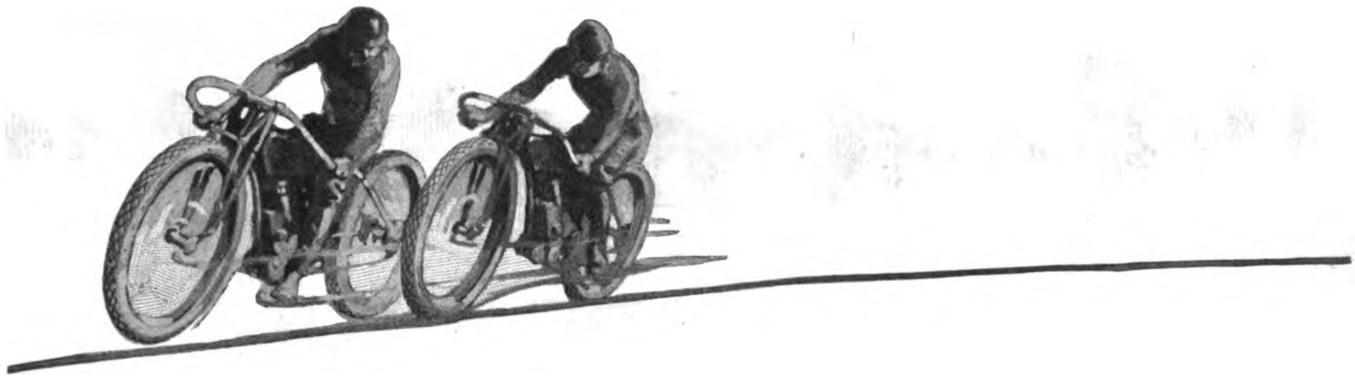
At Gentlemen's Driving Park, Baltimore, it made a clean sweep of *every place* in the professional and amateur events both.

In this one day, in six states, the keenest professional and amateur riders staked their chances on the Goodyear Blue Streak *Black Tread* Tire.

Everywhere the tire made good for them —as it always has for everyone.

GOODYEAR
AKRON

BLACK TREAD



CARCASS and tread, breaker strip and side-walls, these are the factors in tire-building at which the tire-wise look first.

The construction of the carcass, and the materials used, will determine whether or not you will be menaced by blow-outs.

On the tread depends your mileage and ease of travel—and your safety.

The character and width of the breaker strip will decide the strength of the bond between carcass and tread—and the life of both.

The strength and thickness of the side-walls determine absolutely whether you will get what tread, carcass and breaker strip promise you.

Here are the Goodyear Blue Streak advantages of carcass, tread, side-walls and breaker strip that win the unanimous vote of motorcycle manufacturers, and the enthusiastic endorsement of all experienced classes of riders:

Carcass of extra heavy 4-ply fabric—skim-coated to prevent fabric separation which tends to weaken the carcass and bring danger of blow-outs.

Extra thick, rugged black treads—thicker than any built into any motorcycle tire made. This tread means longer mileage, freedom from road trouble and a greater ease in travel.

Side-walls are likewise thicker—more lasting and extra-safe.

Wider breaker strip—wider than any other tire's. This results in firmer union of carcass and tread, with greater wear resistance in the carcass.

In short, the new Goodyear *Black Tread* Blue Streak is built to meet every emergency and every road condition that the powerful, heavy motorcycle of today encounters.

Sooner or later it will be ***your*** tire.

The Goodyear Tire & Rubber Company
Akron, Ohio

GOODYEAR
AKRON

IF YOU ARE WISE

you will specify *United States* '*Usco*' Tires when ordering motorcycles.

For the satisfaction they guarantee will help you make the motorcyclist to whom you sell an '*Usco*' equipped machine, a steady customer for accessories—and a booster for you among his friends.

The famous anti-skid efficiency of '*Usco*' Tires is just one reason for their nation-wide popularity.

—their long mileage-giving quality—and consistent service are other reasons.

Specify 'Usco' and guarantee your profits.

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World.

FOR THE RIDER

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

MOTORCYCLE AND BICYCLE ILLUSTRATED
NEW YORK

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising
H. A. WILLIAMS, Adv. Mgr.
G. H. JOHANSON
Editorial
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E. F. HALLOCK, Assoc. Editor
H. P. FOX, Service Dept.

FOR THE TRADE

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 AUGUST 2, 1917 No. 31

In Seattle's Emergency

The Motorcycle and Sidecar Combination Goes to the Fore in Providing Transportation Facilities When a Strike Ties Up the Street Car Lines

Carrying Capacity of the Two-Wheeler Proves Amazing to Many

By W. Marquat

HOW many persons will a motorcycle hold?

It all depends upon the occasion, the necessity for "emergency" traffic and the city in which the question is taken under consideration.

For instance, in Seattle, Wash., during a recent street-car strike, where Mr. and Mrs. Pedestrian found it necessary to crowd the entire family and part of the neighborhood on the family motorcycle or else walk, why, the capacity of the motor vehicle was tripled, quadrupled and then doubled again.

Of course those who know motorcycles will say that "it can't be did." Very well, then, the accompanying photograph will serve as Exhibit A in the trial of the man who said that a motorcycle was created with a maximum carrying capacity.

When the street-carmen in Seattle went on a strike and refused to move the several hundreds of cars at the disposal of the company, the mayor and city council, desired no repetition of the East St. Louis strikebreaker riots and ordered no strikebreakers imported.

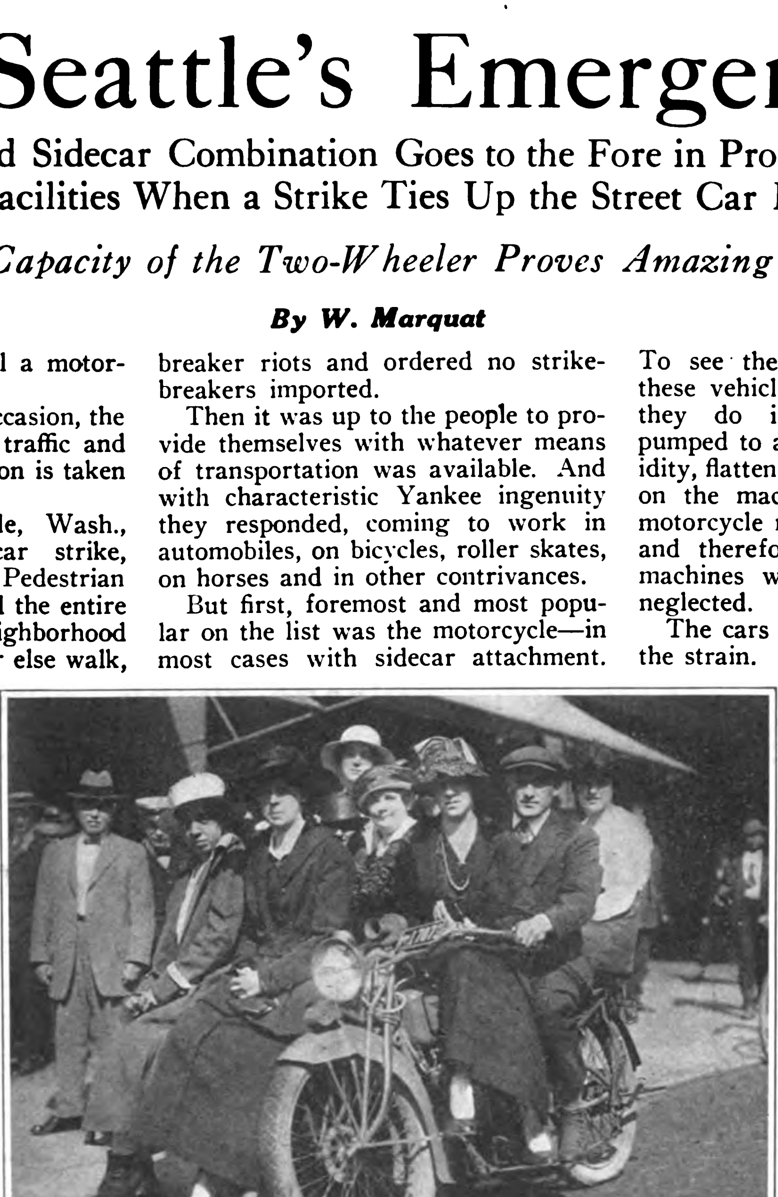
Then it was up to the people to provide themselves with whatever means of transportation was available. And with characteristic Yankee ingenuity they responded, coming to work in automobiles, on bicycles, roller skates, on horses and in other contrivances.

But first, foremost and most popular on the list was the motorcycle—in most cases with sidecar attachment. To see the way the people packed these vehicles caused many "how do they do it" exclamations. Tires pumped to almost uncompressible solidity, flattened under the weight placed on the machine. The speed of the motorcycle made it unusually popular and therefore whenever one of the machines was in sight all else was neglected.

The cars in all cases held up under the strain. Because of their excellent control they were able to dodge in and out among the congested downtown motor traffic with minimum accidents. Many women announced preference of the motorcycle to the rough riding "jitneys" which entered the transportation field for large profits.

No particular make of motorcycle proved preeminently best for the new sort of work; all responded to the call, and all performed wonderfully well.

All of which goes to show that in case of emergency it should not be forgotten that the motorcycle *always* comes to the front.



An Excelsior Combination Which Helped to Relieve the Situation During the Seattle Car Men's Strike

Motorcycle Men in U. S. Signal Service

The Big Part the Power-Driven Two-Wheelers Are Playing and the Bigger Part They Are to Play in Military Signal Work for Uncle Sam

By Felix J. Koch

LURE in it?

Well, you, who are fond of the fast-flying steed, who have torn 'cross country, up hill and down, just to see what gait you could bring from your 'cycle or just what record you could make for the motor cycle club of your town; fancy, if you will, the lure there's to it of riding, pot-haste on Uncle Sam's army service, with the fate of an army, a nation mayhap, in your tires!

Paul Revere, dashing by night to every Middlesex village and farm, did little or nothing to compare to what might be done, come the call, by any one of these motorcycling post riders of your Uncle Sam!

To see them dashing from one end of the column to the other, bearing the message from those in command; then darting away, a cloud of dust the sole spur, to bring up reinforcements, or order up this or that band, is to make one wonder what the story of Europe, had Napoleon, at Waterloo, had motorcycles at hand.

The motorcycle and the victory of armies—American armies, at any rate—are inseparable.

You, who are proficient with the motorcycle and would use it in the world-war, apply, then for admission to the signal corps. Age limits range from 18 to 40. In addition, a man must be proficient as telegrapher, or qualify as mechanic, and if he is already good at riding motorcycle, that is an added endorsement beside. The pay is $80 a month, and, roughly speaking, the duty of the motorcyclist enrolled here is to "lay wires; to establish communications, and carry messages otherwise from column rear to front and back."

Technically, the motorcyclist in the signal corps gets a taste of all manner of interesting day's work there.

You may be assigned in a given signal corps outfit, as the men speak of it, to one company given over to wireless; or you may be assigned to another company, known as "wire service" here.

Laying the Cables

Perhaps in the latter case, it will be set you to follow an interesting two-horse cart, as it were—a vehicle that looks, first glance, like some horse-power of the farms, but with a great spool of wire under its box-like compartment at the rear; this "spool" prepared to pay out five miles of wire per reel.

As the wire is paid out by this, the horses gallop along; the man on the wheel follows behind and sees to it that the string is attached where most desired. Sometimes the wire must be attached to fences. Sometimes it is hidden in shrubbery, or makes its way about trees. Sometimes something "snarls" it, or might be apt to do so. Whatsoever, two motorcycle linemen, as they're called, go behind; now stopping, now riding on, their eyes half on road, half on wire; the fast-flying motorcycles keeping pace easily with the galloping steeds.

No Time Is Lost

As it is, no time is lost in the laying. Even where the horse has not yet been supplanted by the motorcycle in laying, the horsemen do not lag far behind; usually managing to lay the wire while on horseback, and this by use of the pike.

Both telephone and telegraph wires are laid in this wise, the "buzzer" being used for each.

Bit by bit, too, the motorcycle, or cycle and car attached to it, are to supplant the pack animal on this signal work, too.

Sergt. John McRae, Master Signal Electrician, 3rd Aero Squadron, Ft. Sam Houston, Texas, on his Indian Combination

Generators for the wireless are mounted on metal frames, built now, as a rule, to fit the pack-saddle of an animal; but easily adapted to the more modern wheeled steed. Come to place of camp, the motorcyclist may be deployed to "grinding," for the generator is, perforce, worked by hand. Two men turn and turn—"grind," as they call it, through the time of service; one relieving the other at this work. Their combined effort serves to yield about all the current that is needed.

Mast for the wireless, when erected, stands forty feet high; but this dissects to sections, and so is to be placed on muleback, with the motorcycle in prospect in turn. Sending device is attached to it easily, and the man comes 'long on his 'cycle, can send forthwith, if required.

Other devices, too, are compacted to reduce to minimum for carrying. Thus a single case contains sending and receiving apparatus, both.

First, in rote, the eye will light on what is called the helio series; to lay eye like compact coils. Next this, in the corner, there's the aerial switch; below that a clock-like affair is known to those proficient in the art as "hot wire ammeter," and is used to give the current output. In the box, still again, there's a primary and secondary coil here; the "loose coupler" and the "button," which answers for detector to the "buzzer": all so well placed that a single man is quite enough to operate at any time.

Setting Up the Apparatus

Usually the bearer sets the case squarely on the ground; come to temporary camp or halting place. Meanwhile the generator, too, is placed on the earth and, thanks to drills held in the work, things can be put in full running order within three minutes of the time the men start!

For very quick work, squads of men are detailed to this line, and then two men will bring the mast from its bearer and set it up, section on section. Meanwhile, two other men attend unpacking the generator and setting this up. One man looks to the pack-set, two take the bag with antennae and counter-poise and place these into position, then the work of starting is actually on. The men are assigned definite numbers, and Nos. 1, 2, 3 and 4 run off, each in different point of the compass. Out at the ends of such, No. 9 will raise the mast; this hand over hand. Meanwhile No. 7 puts in the several sections as required. Nos. 5 and 6 are connecting up the generator, running out the counterpoise. No. 8 attends to the equippage which brought all the things out.

Mast up, they connect pack-chest, generator, aerial and communication may begin. It is just three minutes, as a rule, from first moment when they began.

The outfit involved, aside from motorcycles, which are supplied by Uncle Sam likewise, costs $200, at least.

Nor do the motorcyclists run ultra-hazards when on this service of Uncle Sam. The "communications" as they're called, are protected by cavalry at all possible stages of the game.

Lest the enemy tap wires, or catch the message by wireless, all messages are sent with the use of a keyword, and this is changed at least every day.

When the motorcyclist is not occupied otherwise, also, his novel field of service brings him in touch with chances to invent and help the country otherwise.

Thus a master signal electrician, one L. J. Stanberry, has perfected a device for communicating with war balloons by wireless. A service buzzer is employed here, the "ground" being woven into the anchor cable of the captive balloon.

Thanks to it, they can communicate with a balloon as much as 2,000 feet in the air. "Buzzers" employed in such work resemble some camera-carrying case. but of a yellow leather, as seen from the outside. Opened, there's revealed within a battery, condenser, telephone, receiver and sending key; yet all so carefully done that the whole weight of the apparatus is not quite five pounds.

With Signal Corps Men at Fort Sam Houston:—1, Current for Wireless; 2, Buzzer Outfit; 3, On the Firing Line; 4, Portable Wireless Outfit; 5, Letters from Home; 6, The Wig Wag and the Heliograph; 7, Tired Out

The buzzer and the motorcycle corps, in fact, are inseparable, in time of war. The lineman of the wheel lays the buzzer where convenient on the ground, and, if there be no wire to string, say in times of emergency, he can attach to any barbed wire rail or the like. Such fences will carry the word; so that the service is almost a wireless there; it needs little more than an aerial.

Preferable, however, wire is used, and this, on the field, often, unreeled by hand.

Your 'cyclist runs it from the commander to the firing line, and here his chance for nerve and grit is at the best. That, then, represents the high point in excitement—"thrillers"—he may receive; this unless sent with word otherwise to the front.

At the other extreme is the far simpler task when he's assigned to heliograph; to sending message by mirror, that's to say.

To such end, two tripods will be set up—the one for the mirror, the other for shutter that releases or closes the light. The latter is placed a short ways before the other; the shutter is raised and lowered to produce the dots and dashes; and so the message may be sent.

Those, though, are just the high points in the day's work of the motorcycling soldier. Between, there are three meals a day; cleaning the machine and making ship-shape, and, come taps, a good sleep.

Chances are, the sleep seems the best part of all of it to the man when in the field. The work brings its exercise; one is out in the air; the thrill and excitement tell. Few the motorcycle servitors of Uncle Samuel but do not sleep well!

There is fascination to it, nonetheless; and the lure is irresistible. Come peace, and there'll be no end of tales of thrill and daring from the front; none, however, to hold the hearer spellbound more than those these fast-flying bearers of the word of command will be free, at such times, to tell.

A Couple of Mechanics from the Indian Factory Now Training with the Signal Corps of the Aero Squadron at Fort Sam Houston

WHEN BATTERY GOES DEAD

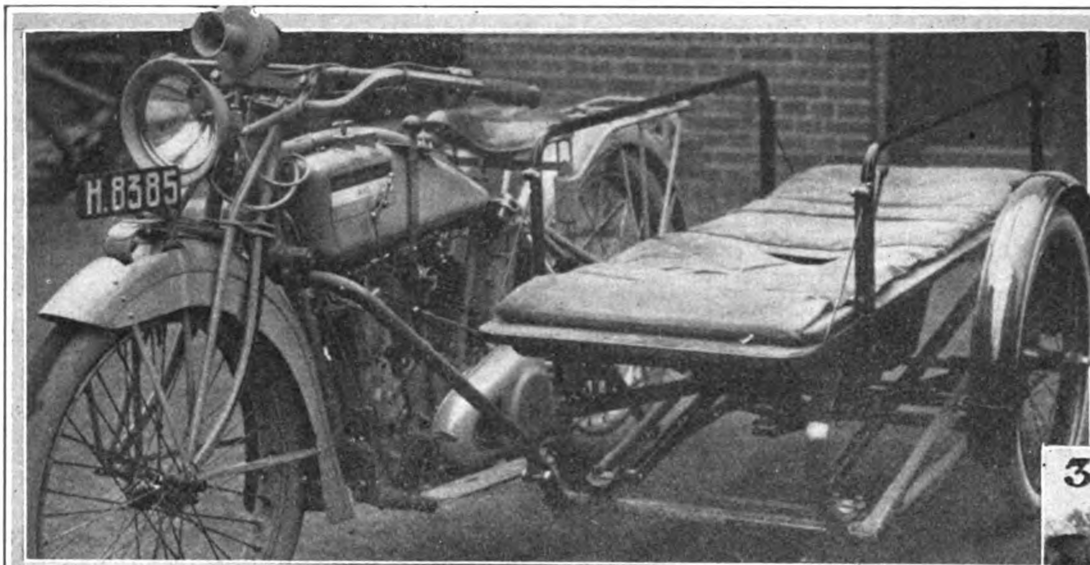
IT is not always possible to start a motor on an electrically equipped machine when the battery goes dead, or when it has been removed. Shortening the plug gaps, and priming the motor sometimes will make a start possible, but not always. In such a case, three dry cells connected in series and put in place of the storage battery will effect a start. The carbon of the dry cell is positive and the zinc negative.

CHAIN THE OILER CAP

IF you are continually dropping the cap which covers the spout of your oiler, here's a tip that will help you—chain it! All that's needed is a short length of light chain—a cheap near-gold watch chain answers the purpose ideally. Solder it to the cap and to the lower portion of the spout, leaving sufficient length of chain so that the cap can readily be removed from the spout. It will save both time and patience.

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN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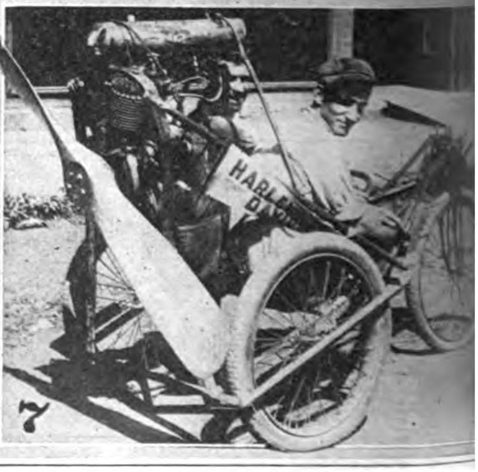
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REEL 1, Scene 1—One of the fifty Excelsior motorcycles with specially built ambulance sidecar which are in use in the Dutch Army. The ambulance sidecars are built in Holland by the Motorcycle Service Station, and were designed by Lieut. Bolton, who is in charge of the Motorcycle Department.

Scene 2—Private Harry Buchanan, of the New Jersey National Guards, who uses his Dayton Motor Bicycle for guard duty.

Scene 3—A couple of Smith Motor Wheels that are being used at Ft. Sam Houston, Tex., by Uncle Sam's boys.

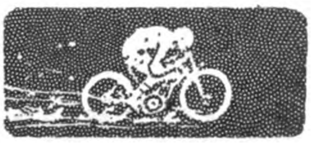
Scene 4—Line-up of two-wheeler enthusiasts on the third annual fish fry at Orchard Island, O., staged by the Lima Cycle Co., Lima, O., who are Indian dealers.

Scene 5—Motorcyclists of the Western M. C. stopped on a mountain highway a few miles west of Denver, Colo., to take in the scenery.

Scene 6—C. L. Smith, Los Angeles bicycle jobber, as he appeared in a British costume in the Riverside Bicycle Parade.

Scene 7—Wind wagon designed and built by the Allen Motor Co., Cherokee, Okla., in which a Harley-Davidson motor is used for propulsion.

otorgraph



ESENTED IN TWO REELS ~ ~

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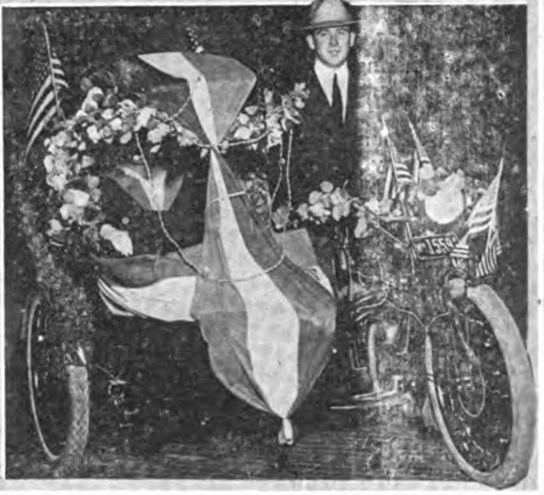


REEL 2, **Scene 1**—A few of the Cleveland enthusiasts who participated in a recent picnic staged by Weinstock-Nichols Co., Oakland, Cal., Cleveland distributors. The Weinstock-Nichols Co. hold a picnic once a month.

Scene 2—Captain C. C. Best and Sergt. M. C. Petrie, of Fort Greble, R. I., who are ardent motorcycle fans.

Scene 3—E. B. Holton, of Newark, N. J., snapped as he was strapping his bathing suit on the luggage carrier after taking a dip at Pompton Lakes, Pompton, N. J.

Scene 4—Harrison Walke, of Milford Center, O., astride his Indian motorcycle, and sidecar which he built to his own requirements.

Scene 5—Mr. C. W. Geer, of Westminster, Texas, and his daughter, wife and mother, snapped on a recent sightseeing run.

Scene 6—A line-up of Excelsior riders in front of R. C. Crist Company's agency at Detroit, Mich., before starting out on a recent Sunday sociability run.

Scene 7—Ray E. Day, Tacoma Indian dealer, and the outfit which took the honors in the recent electrical parade. Day was accompanied by his sister, Miss Day, in the sidecar.

Pressure vs. Costs

In Which It Is Shown That the Cost of Operating the Motorcycle Waxes Large as the Tire Inflation Pressure Is Lessened, Within Limits

A Study of the Fundamentals of Pneumatic Tire Operation

By D. B. Pangburn

MANY reasons are advanced for using a pressure gage instead of the kicking process, and keeping tires fully inflated: Avoidance of rim cutting, stone bruises, slipped patches, blowouts, etc., yet here and there a hardy soul is found who swears that he'll use as low a pressure as he pleases, and if he's taking a chance he'll at least ride in comfort while he's taking it; and he gets away with it, too.

There seems to be some question, likewise, among authorities, as to just what *is* the proper inflation pressure, for of two of our largest tire companies, the one recommends 55 pounds per square inch for 3-inch tires, while the other states that 35 pounds is the correct figure for average riding.

The real reason why these low-pressure fellows do get away with it and get such amazingly good results as they sometimes do, is two-fold. First is the superior construction of the tires; next is the fact that a modern motorcycle with 3-inch tires is really over-tired. Just consider that a machine as (comparatively) heavy as a flivver uses only 3-inch tires on the front wheels and advises owners not to get any larger ones as they are unnecessary.

But in spite of this there is one reason for keeping tires well blown up, which no one can escape. It is the added expense due to the extra work done on account of the soft tires.

A Case in Point

I was talking with a low-pressure enthusiast a short time ago, and he was bewailing the high price of gas and his big gasoline consumption. When I told him that his very much under-inflated tires were responsible for a good-sized fraction of it, and that actual tests had shown that cutting the air pressure in the tires 60 per cent. to 75 per cent. below the proper point will increase the power required to drive the machine at a normal speed by about 25 per cent., which means a 25 per cent. increase in gasoline consumption and a corresponding increase in expense, he was mightily surprised and somewhat skeptical.

There are many riders who mean to keep their tires right, but who let them get down to 10 or 15 pounds before they get around to using the pump. While it may do to ride tires a little soft for comfort, such a pressure is not only hard on the tires, the rear especially, but hard on the pocketbook, too, for the extra gasoline must be paid for whether new tires have to bought soon or not.

When a machine is run with under-inflated tires, the tire at any point flattens out as that point reaches the ground, and then rounds out again as the wheel rolls along. This continuous bending of the casing requires energy—as is shown by the casing getting hot—and the only source of energy is the pocketbook, via the gasoline tank. That extra heat has to be paid for, though it is only harmful.

These things I told my skeptical friend, and then I said to him:

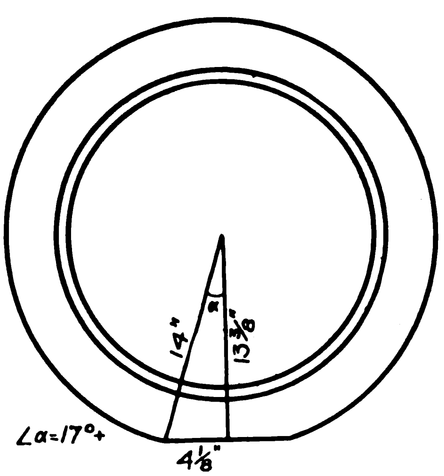
Proving the Point

"Bill, if you want to see how much energy it really takes when your tires are flat, try rolling the machine with them good and hard, and then let the air all out and see how much more work it is to roll the bus along. Or better yet, hitch a spring scale to it and draw it along, first with full tires and then with empty ones. After it gets under way, in the first case it should take from 5 to 10 pounds steady pull, while in the second the pull required may be double that."

Bill tried and was convinced; now his gasoline consumption is less.

Try those experiments yourself if you're doubtful, or try this easier one. Ride along a piece of hard road with your tires at full pressure (say 45 pounds), spark fully advanced, and some certain exact throttle setting. Carefully observe the speedometer reading. Then let the pressure in the tires down some 30 pounds or so, and, riding again over the same course under the same conditions, see how much the speed is reduced. It has been my experience in numerous trials that it has been cut down 2 or 3 miles an hour at least, sometimes more, with new casings.

The conditions are as shown in the accompanying figure, which is from measurements of a 28 x 3 inch tire inflated to between 10 and 15 pounds. When the tire is soft it is just as if there were a flat wheel on the machine, for the wheel *is* flat where it rests on the ground. Thus, as shown, if the tire were rigid, to roll from the flat onto the ground part would require the same effort as to climb a 31 per cent. grade (an angle of over 17 degs.), which is quite a hill.



Illustrating Tire Deflection

But as a matter of fact the tire is merely stiff and not rigid, so the flat spot travels around the tire, or what is the same thing, the tire moves and the flat spot stays always at the bottom. Thus the only work done is that required to continuously deform, or bend, the casing walls.

Here is where resiliency enters into the case. The more flexible, or resilient the tire is, the less effort is required in the constant bending and unbending of its walls, and the less the tire itself is injured. This is the reason why bicycle racers use cord tires and why the highest priced automobiles furnish them.

To sum up; keep up the pressure and you keep down the costs.

Tire Wear Indicates When Sidecar Is Out of Line

A REGULAR inspection of the tread of each tire on a sidecar combination will tell whether or not the car is out of line. If the sidewheel is worn more on the left side of the center line, the sidecar toes in. If the sidecar tire is thus worn and the motorcycle rear tire is worn on the right side the car leans in. When the tires are worn on the outside the car leans out. The remedies are abvious.

Cranking the Motor While Coasting

WHEN starting the motor by means of the clutch near the bottom of a hill be sure the valves are lifted before the clutch is engaged. Too sudden an engagement will tend to slew the rear of the machine around, and if the ground is soft or the road slippery, the rider may take a spill. Use intermediate gear in preference to high in thus starting the motor.

Locate the Squeaks While Coasting a Hill

IT is while the motor is idle and the machine coasting that any squeaks in the springs or frame can be best located. There is no song of the engine to drown out other sounds. If a bearing needs attention, its cry for oil will make itself known while going down the hill and thus give warning to the rider in time to prevent serious trouble.

Motor Lore For Soldiers

School Inaugurated by the Harley-Davidson Service Department Teaching Army Motorcycle Men All the Ins and Outs of Motorcycle Operation

First Class Made Up of Nine Corporals from the Signal Corps at Ft. Sam Houston, Texas

By Hugh Sharp

LIKE any other piece of machinery, the motorcycle must be properly cared for if it is to render the best of service at all times, and in military service the need for care with a machine that is constantly going through the roughest sort of usage, is even greater than with the privately owned and privately operated two-wheeler.

And in realization of this fact, and in order to familiarize army officers with the construction and mechanism of the motorcycle, the Harley-Davidson service department has been made a school of instructions.

The first class of pupils comprises nine corporals from the regular army, southern department, signal corps, Fort Sam Houston, Texas, as follows: Corp. David N. Johnson, El Paso, in charge; Corp. Eric B. Becker, Fort Sam Houston, Tex.; Corp. F. J. Cassidy, Fort Bliss, Tex.; Corp. F. M. Amerman, Brownsville, Tex.; Corp. Wm. T. Allen, Fort Bliss, Tex.; Corp. Walter I. Wilson, Warfa, Texas; Corp. L. Segall, Brownsville, Tex.; Corp. Grover F. Brandt, Fort Bliss, Tex., and Corp. Earl R. O'Connor, Fort Sam Houston, Tex.; all of the signal corps.

Course of Instruction

The men are going through a regular course of instructions, outlined by Joseph G. Kilbert, of the Harley-Davidson service department, which includes:

Inspection tour through main factories; preliminary instructions in motor work; design and construction of the Harley-Davidson motor; lecture and demonstration.

Taking motor apart: Inspecting for wear; carbon scraping; timing of valves and spark; valve grinding; lining of crank cases; fitting connecting rod bearings; lining connecting rods; truing flywheels; squaring pistons; fitting piston rings, gears and roller arms; adjusting inlet and exhaust tappets; fitting carbureter and manifold; conditions that may affect motor; causes and remedies; laboring, overheating, missing, backfiring, loss of pulling power and speed.

Motor lubrication: Principle of oiling system; the Harley-Davidson mechanical oiler; principle and manufacture; regulating oil supply; increasing and cutting down oil supply; the Harley-Davidson hand pump; principle and construction; making repairs; when to use hand pump.

Details of Carburetion

Principle of carburetor; construction of carburetor; practical road demonstration on carburetor adjustments; carburetor repairs; trouble due to improper carburetion; causes, symptoms, remedies.

Principles of motorcycle magneto ignition; magneto construction; magneto repairs; magneto timing; troubles due to faulty ignition; spark plugs; care and repair; symptoms, causes, remedies; locating and correcting short circuits.

Frame, fork and handlebar construction; inspection tour through departments engaged in manufacture of frames, forks and handlebars; frame, forks and handlebar repairs; methods of straightening bent frames, forks and handlebars; practical work in repair department.

Construction of front and rear wheels and brakes; care of spokes; truing and lacing wheels; repacking hubs; renewing cones and bearings; adjusting foot and hand brakes; brake repairs.

Construction of Harley-Davidson clutch and three-speed transmission; inspection tour through factory departments engaged in manufacture of clutches and three-speed transmissions; removing clutch from machine; stripping, inspecting, renewing fittings, repacking, assembling and fitting; proper method of making adjustments on clutch; practical demonstration; what to do when clutch slips; what to do when clutch does not release.

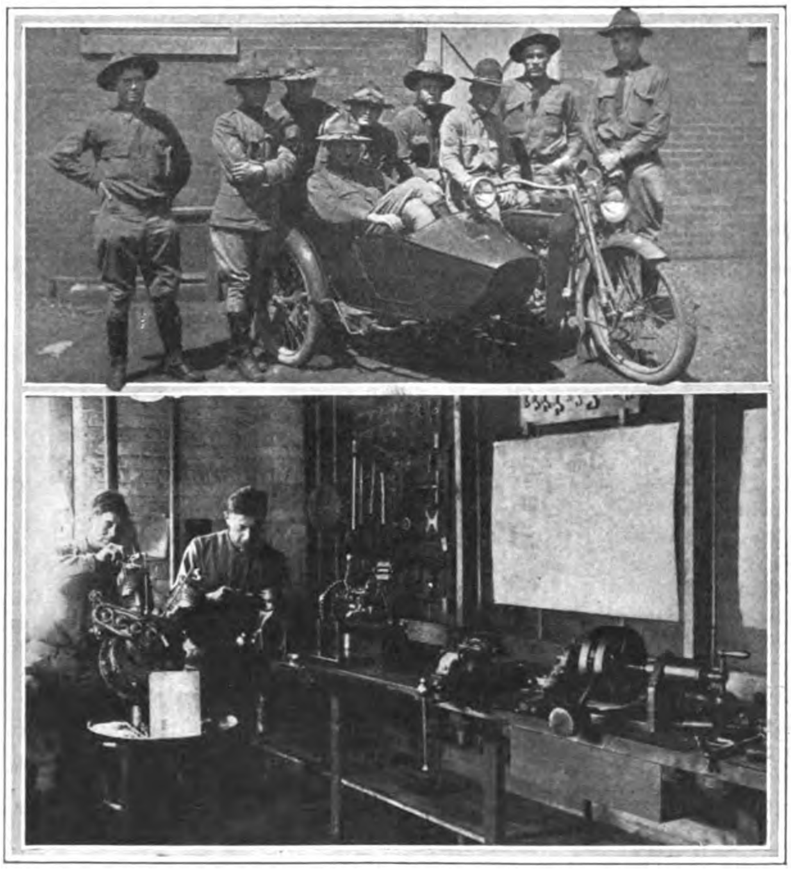
Other Features of Course

Three-speed transmission: Principle; construction; lubrication; taking a transmission apart; inspecting, renewing fittings, assembling and fitting; practical demonstration of adjustment of three-speed locking and shifting mechanism.

Drive chains and sprockets: Design and manufacture; care of; importance of correct lubrication; how to adjust drive chains; how to detect and take up wear; chain repairs.

Construction of Harley-Davidson grip controls; correct adjustment of throttle; spark and valve lift controls; gas and oil feed pipes and connections; gasoline and oil tank construction; inspection tour through manufacturing departments handling these parts.

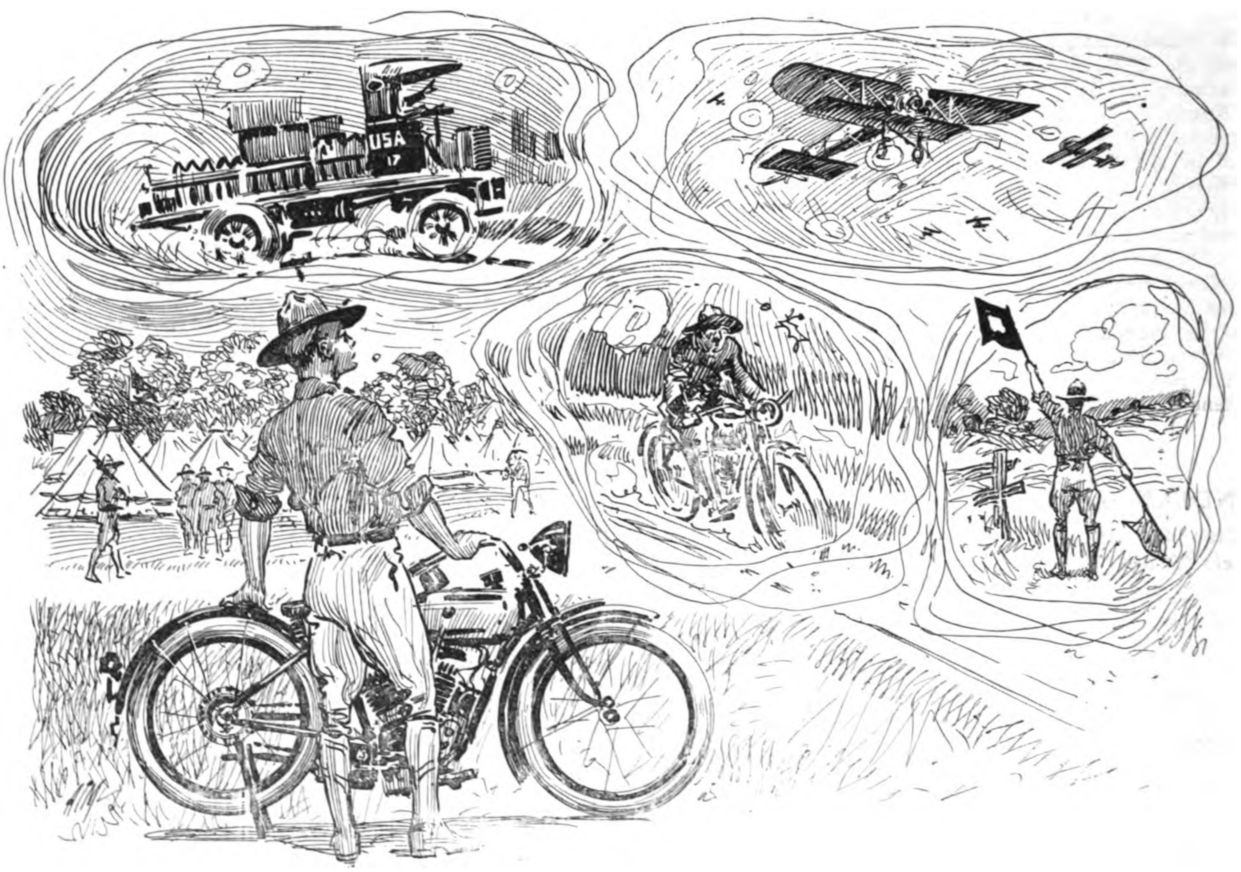
The course is completed by a study of tire and tube care and repair, a thorough course bearing on the sidecar, and driving lessons on the road on which emphasis is laid on the care and adjustment of the motor and various parts of the vehicle, including the sidecar.



Above—The First Class of Military Motorcycle Men Who are Taking the Course at the Harley-Davidson Factory; Below—A Couple of the Military Men at Work in the Motor Repair Department of the Factory

EDITORIAL

The Motorcyclist's Opportunity in Military Service



THERE is much ahead in Uncle Sam's service for the really good motorcyclist—the fellow who knows his mount from A to Z, so to speak, and is, as well, an adept at the art of riding.

Such a man has scant reason to enlist in the service as an ordinary private. Our military folks are looking for the specially trained men to fill places higher up in the vast new armies which America is creating to best a bedeviled Kaiserdom. A man who knows the principles of internal combustion motor operation, who can run a motor and keep it fit at all times and under all sorts of adverse conditions is a man much sought for. So big is the part that the motor vehicle of one type or another is playing in this World War that more than one military authority has made it emphatic that in the last analysis, gasoline will be the deciding factor.

The signal, the aeronautical, and transport divisions are as keenly in need of motorcyclists and men with motorcycle training as are the machine gun units; the call for them reaches beyond the dispatch bearer's field. It behooves the motorcyclist who would get ahead and rise above the rank of the plain private to enter seriously upon the study of the work attaching to any one of these branches of the service. With due application to general military work and keen attention to the special work attaching to the division of his choice, the motorcyclist who has ridden wisely with his eyes constantly open and brain alert to grasp all of that broad-gauge education which his mount opened up to him, will be the corporal, sergeant and lieutenant in Uncle Sam's new armies.

From both the honor and monetary standpoints, the goal is well worth working for. The lad going into the service, via either the enlistment or the draft routes, who is possessed of sufficient intelligence to operate a motorcycle successfully and who does not try for something a bit higher than the rank of private is passing up a big opportunity.

LATE NEWS

STANDARDIZATION MEETING

M. and A. T. A. Committee Will Meet Army Men Again at Atlantic City

NEW YORK, July 27.—D. G. Perkins, secretary and manager of the Motorcycle and Allied Trades Association, announces that the next meeting of the Motorcycle Standardization Committee of the M. and A. T. A. will be held at the Hotel Traymore, Atlantic City, N. J., on Monday, August 6, at 9:30 a. m.

It is expected that Government representatives will be present and scale drawings of the different parts of the machines under consideration for standardization will be submitted and passed on by those in attendance. The last meeting of the Standardization Committee was held at Washington on June 28, at which time plans were considered for standardizing spokes, rims, hubs, sprockets, chains and such other parts of the power-driven two-wheeler as will not tend to interfere with individual design.

INDIAN BANQUET

Outing Club Gathers at the Highland Hotel; "Blues" Foot the Bills

SPRINGFIELD, Mass., July 25.—The annual banquet of the Indian Outing Club was held last night at the Highland Hotel. The dinner was on the Blue team this year; heretofore the Reds having to foot the bills. The winning score for the Reds was 286.56, while the Blues' total was 203.12.

Twenty-six team members and their guests sat down to the banquet. The toastmaster was J. B. McNaughton, while Harry Hannum did the honors at the piano. Speeches on "how it happened" were made by H. E. Madden, Charles Spencer, C. B. Franklin for the Blues, and F. De Cormier, T. L. Loose and E. A. Hoover for the Reds. Pertinent addresses were made by J. A. Priest and others. The entertainment was furnished by Messrs. Murray, Cardell and Gaffney, Ernest Drake, Indian official photographer; Walter Morrison.

CHANGES ON GOODYEAR STAFF

AKRON, O., July 30.—The Goodyear Tire & Rubber Co. has made the following organization changes:

W. A. Hazlett, formerly manager of the Detroit branch, has been appointed manager of the Detroit district. P. E. Ammon, who has been special dealers' representative of the Detroit district, becomes assistant to Mr. Hazlett. H. G. Norris, formerly manager at Toledo, has been promoted to the management of the Detroit branch. G. H. Hilbish has assumed charge of the Toledo branch, and is succeeded at Saginaw by Mr. W. D. McFarland, formerly a salesman in that territory. F. W. Telford, who has been Goodyear manager at Des Moines, has been assigned to the Manufacturers' Division at Detroit. R. E. Greene, former assistant manager at Minneapolis, succeeds Mr. Telford at Des Moines.

U. S. TIRE HELPS GOVERNMENT

NEW YORK, July 30.—The United States Tire Co. has made arrangements to make truck tires with standardized steel fastenings worked out by the Motor Transport Board of the War Department for our army trucks. Extensive alterations to the factory to facilitate the work are being made.

THERMOID BRAKE LINING BOOK

TRENTON, N. J., July 23.—One of the most complete dissertations on brake lining that has ever been issued has just been put out by the Thermoid Rubber Co. under the title "Fifty Million Lives Depend Upon Good Brakes." The book goes deeply into the manufacture, testing and usage of brake lining by car owners, with emphasis, of course, on Thermoid methods.

FUERST LANDS TWO GOOD SALES

CHICAGO, July 30.—H. F. Fuerst, manager of the retail department of the Aurora Automatic Machinery Co., has sold an electrically equipped Thor to the village of Lombard, Ill., for the use of the local police department. The company also sold a regular model with sidecar to the Standard Motor Products Co., of Chicago, for delivery purposes.

CAT-NAK STOCK INCREASE

CHICAGO, Ill., July 27.—The Cat-Nak Co., 714 South Dearborn street, announces that its capital stock has just been increased to $20,000.

STANDARD ROLLER BOSTON BRANCH

BOSTON, Mass., July 26.—The Standard Roller Bearing Co., of Philadelphia, has opened a sales and service branch at 163 Massachusetts Avenue, here. The branch will be headquarters for New England business. Joseph R. MacCollum is the manager. This branch is the first of a series of 15 or 20 to be opened by the Standard Roller Bearing Co. throughout the country.

GOOD ROADS IN MICHIGAN

QUINCY, Ill., July 23.—Harley-Davidson traveler Egaloff, who travels Illinois and Wisconsin, is using a sidecar outfit in covering his territory. He has just traveled through the ore country of Michigan and reports the roads in good shape.

GOODRICH EARNINGS

Report for 6 Months Shows Business Ahead of Last Year

AKRON, O., July 30.—The net earnings of the B. F. Goodrich Co. for the first half of the present fiscal year were $5,200,000, which does not include provision made for the excess profits tax to the Government, the extent of which is not yet known. The figure is considered to compare very favorably with the Goodrich record year of 1915. It is quite far ahead of last year's earnings for a similar period. Quarterly dividends of 1¾ per cent on preferred stock payable November 15 to stockholders of record November 5, and 1 per cent. on common, payable October 1 to holders of record of September 21, were declared at the directors' meeting Wednesday evening last.

L. D. Brown, treasurer of the company, was elected a director to succeed Guy E. Horwood, who resigned to become president of the Republic Rubber Co.

COLUMBIA EXPORTS

Manager Stillman Finds Big Increase from Southern Countries

WESTFIELD, Mass.—H. A. Stillman, export manager for the Columbia plant, is pleased with the prospect for export business during 1918. The large number of inquiries received by his department in the last few months points to a great increase in foreign bicycle trade and plans are under way to meet this expected increase at the Columbia factory.

Mr. Stillman says that especially in countries in Southern latitudes the demand for American products is becoming greater and that American firms who obtain this business at the present time will hold much of it permanently—thereby obtaining trade formerly held by European firms. "1918 will be an important year for the American export industry" is Mr. Stillman's opinion.

DICKSON GOES HIGHER WITH PRESTO

INDIANAPOLIS, Ind., July 26.—R. B. Dickson has been appointed district manager for the Indiana district in charge of sales development for the Prest-o-Lite Co. Dickson was formerly supervisor of the Detroit Battery Service station.

CULBERTSON SUCCEEDS BALLARD

LOUISVILLE, Ky.—Due to Charles T. Ballard, Jr., having left the Quick Tire Service Co., local distributors of United States tires, to go into the U. S. Navy as a commissioned officer, Craig Culbertson, formerly with the Compression Tube Co., has been named resident manager of the Louisville division, which is erecting a fine new store at Third and Kentucky. Andrew Hunnicutt, for several years connected with the concern, has been named assistant manager.

WHEELING CLUB NEWS

Bier's Resignation Not Accepted; Glasser New Secretary

WHEELING, W. Va., July 24.—Because his business responsibilities have increased to a point where they call for the greater part of his time, J. L. Bier, president of the Wheeling M. C., tendered his resignation at a meeting of that body held on Tuesday last. Bier has been such a good club leader and so popular that the members hesitated to let him go and his resignation was not accepted. Frank Hidecker, secretary, also tendered his resignation for the same reason, which was accepted. Carl Glasser was elected to fill the post left vacant by Hidecker.

The club arranged, in view of the success of its picnic two weeks ago, to stage another similar event on Sunday, July 29. Tentative plans were also drawn up for a watermelon run to be held a month hence.

FINDS MOTORCYCLE INDISPENSABLE

Frank Laubach Writes from Philippines Lauding the Indian as a Means of Providing Transportation

NEW YORK, July 19.—In a recent letter to friends in the Eastern United States, the Reverend Frank C. Laubach, of Cagayan, Misamis, Philippine Islands, declares that his Indian motorcycle is absolutely indispensable in missionary service. Mr. Laubach graduated from Princeton in 1916, and his classmates presented him with an Indian just before his departure for the island of Mindanao.

The missionary's letter in part is as follows: "The first thing that always comes to my mind in writing is the motorcycle. We use it every day, and it has become so indispensable that I do not know what we would do if we ever had a blowout to prevent our using it. But the Indian has never had a serious accident.

"A carabao backed a cart into the end of the side car as I was trying to go past on a narrow road, but it was not very much trouble to pound out the dent, and nobody except the driver of the cart realizes how nearly I was dumped over into the ocean. Not having a speedometer, I cannot say how many miles the motorcycle has gone, but I should think that it has covered several thousand miles.

"People may say what they like against the Indian, but I would not exchange it for any other motorcycle I have ever seen. The engine gets better every month. We have a hill five kilometres in length, which is quite steep and very rough. The other day I took an American who was visiting here, and weighs 220 pounds, up that hill without the slightest difficulty. A good many automobiles have trouble in getting to the top of the grade.

"We have some pretty fine young Filipino men, who could keep the missionary work up without me, but it is a question whether I would be very much use outside this city without the motorcycle."

THE LIGHTWEIGHT IN THE BUSINESS WORLD

How Four Captains of Industry Circumvented the Heat and Bustle of the City for an Open-Air Conference in the Cool of the Woods with the Aid of a Couple of Clevelands.

RACE MEET ENDS IN POLICE COURT

PROVIDENCE, R. I., July 30.—Three riders among eight, who were holding a more or less friendly race meet through the streets of Warwick, were arrested a week ago Sunday and fined $50 each in court on Tuesday morning. They were: A. W. Anderson, Fred J. Peterson and John Walton. The race meet grew out of a brush between a Harley-Davidson, Indian and Excelsior riders a couple of weeks ago and practically every motorcycle dealer in Providence had a machine in the contest.

MARYLAND HEADLIGHT LAW

BALTIMORE, Md., July 23.—Maryland has joined the ranks of the States prohibiting the use of glaring headlights. After August 1st the uniform headlight law, being exploited by the American Automobile Association, which calls for a device to limit the rise of the beams to a height greater than 42 inches at a distance of 75 feet, becomes effective.

ROCHESTER RIDERS VISIT GLEN DRIS

ROCHESTER, N. Y., July 30.—About 30 members of the Rochester M. C. took a run to Glen Dris on the Genesee River at Portage Falls on July 22. This vantage point is about 60 miles from Rochester and the boys made the run in three hours, making frequent stops to pluck blackberries and take in the scenery. The day was spent in picnicing and snapping pictures, a program of sports which had been planned being postponed because of intense heat.

REWARD FOR STOLEN MACHINE

POUGHKEEPSIE, N. Y., July 30.—Tony Tomaiello, 10 Washington St., this city, is offering a reward of $25 for information as to the whereabouts of his Harley-Davidson and sidecar which was stolen on July 16. The motor number is L-17-T-10360 and the sidecar number is 17-L-4795. It carried New York State license number 35385.

SWENSON'S PICNIC

Everything in Readiness for Annual Outing; Big Crowd Expected

PROVIDENCE, R. I., July 30.—All is in readiness for the big motorcycle picnic to be held August 5 at Swenson's Camp, at Quidnick Lake, Summit, R. I. The event, which is looked forward to with much enthusiasm, marks the formal christening of the camp.

There will be plenty to eat and drink, and sporting events, including swimming, boating, fishing, races of various kinds, will be put on. Guides leave Exchange Place from 9 o'clock in the morning until 12:30 in the afternoon, thereby giving everybody an opportunity to attend. Mr. Swenson expects several in attendance from Springfield, Mass., and the event will be for Indian riders only. Owners of other machines may participate, but must ride an Indian to the picnic.

CLEVELAND ON COAST

Older Folks Taking to Lightweight as Young Fellows Answer War Call

LOS ANGELES, Cal.—Manager Claude Short finds that the military situation is, to say the least, not hurting Cleveland sales. The army will take and in fact has already taken a large number of young men out of Southern California. The older men are having to hustle to cover the ground left by the volunteers, and that means just one thing, a motorcycle. Motorcycle Row in Los Angeles experienced a really good business on the day following the Fourth of July. Usually business before the Fourth has been good, with a lull afterwards.

At the Cleveland agency there were seven retail sales made July 5. A feature of the Cleveland business now coming to the front is the use of the lightweight machines on long tours. California's good roads system is responsible for some of this, but not all of it, as was proved when Charles Johnson came into the Cleveland retail store about six o'clock one evening, said "hello," and rode on to San Diego; he had come through on his Cleveland from Boise, Idaho, to Los Angeles, and after the long trip did not even have to run her into the shop to be looked over but finished up his 2,000-mile jaunt over the 135-mile boulevard to San Diego in the cool hours of the evening.

FRISCO RIDERS CALLED TO COLORS

SAN FRANCISCO, Cal.—Many members of the San Francisco Motor Cycle Club have joined the colors, among them being E. Angwin, Engineer Corps, Chas. Payson, Signal Corps, A. Dragish, Medical Corps, and E. Costa and Ed. Stevens joined the Wireless Operators Reserve. The club is creating a roll of honor and they intend to enter all these names on this roll. This is a splendid idea and could be recommended to the other clubs in the country.

FIRESTONE CUP FOR SEATTLE RUN

SEATTLE, Wash., July 27.—The Firestone Tire & Rubber Co. has donated a suitably engraved cup as a prize for the midsummer run of the Seattle M. C. The cup will go to the dealer of the particular make of machine which rolls up the best score in the run, to be held by the dealer until it is won from him in subsequent events. The rider winning the cup will be entitled to have his name and the make of his machine engraved on the cup along with the date.

FRISCO CLUB TO CONGRESS SPRINGS

SAN FRANCISCO, July 30.—July 22 members of the San Francisco M. C. made a run to Congress Springs. Thirty members took part, the route leading through the Santa Clara valley.

NEW BRIDGE BETTERS CONDITIONS

TACOMA, Wash.—Building operations will shortly commence on the new bridge over the Kalama river near Kelso, Wash., which will be welcome news to Northwest motorcyclists. In years past every spring the Columbia river had risen backed up the Kalama, covering the road and making the old bridge over the Kalama useless. These trials for the motorcyclist have now been encountered for the last time, as the new bridge will be completed soon.

Ballade of Single Trackers

By C. P. McDonald

SOME revel in a baseball game
And bait the ump with all their might,
While others think all games are tame
Compared with one good fistic fight;
Some take in tennis great delight,
While many claim thet golf is fine;
But, granting all of them are right,
The motorcycle does for mine!

Some think it is a burning shame
That curling's almost lost to sight,
And soccer football's infant flame,
Some argue, soon will flame up bright;
Some for the swimming game are quite
Enthusiastic—and a line
Of other sports I will not cite—
The motorcycle does for mine!

For them I've neither praise nor blame;
I do not harbor spleen or spite;
A single tracker's thrill, I claim,
Will put on other sports, a blight;
I can't conceive a grander sight
Than, up the hills and down the line,
A string of solos in full flight—
The motorcycle does for mine!

SUMMARY

Prince, in the saddle I indite
This humble screed to thee and thine;
Full well I know *you* know I'm right—
The motorcycle does for mine!

MOTORDROME SITE A PARK

Ill-fated Newark Track Demolished and Site Is to Be Made a Park

NEWARK, N. J., July 31.—The final chapter on the ill-fated Motordrome was written when that structure was demolished, but a supplementary resume cropped up when bonds were issued by the Board of Freeholders of the county to the extent of $500,300 for the purchase of the land on which the track stood along with an adjoining amusement park. The Essex County Park Commissioners proposed purchasing the property for the purpose of making it into what will be known as Vailesburg Park.

The Motordrome site was abandoned as a motor cycling venture following the bad accident there in 1912. At that time the sport of motorcycle racing was controlled by Inglis M. Uppercu, and the track was managed by Paul Derkum, of California. After permission was refused for a further continuation of the motorcycle racing by the city authorities an attempt was made to run cycle racing in opposition to the Velodrome, situated across the street. The two factions soon patched up their differences and Uppercu and Frank Mihlon then took over the property under the Cycle Racing Association.

JERSEY CLUB'S NIGHT HARE CHASE

NEWARK, N. J., July 24.—In search of a new thrill, the New Jersey M. C. staged a night "hare and hounds" chase after meeting to-night, and a pack of 40 hounds trailed after the hares in charge of Wilbur Walden, president of the club, and the best skeeter sleuth in Essex County and points east. The winner was William Weinkop, who seems to star at this style of competition for he has won the last three hare and hounds chases held by the club. He had number "one" check at two places and caught the hares at New Providence, 25 miles out on the course. Bill Spears was second, with a total score of 23 points; Weinkop won a Firestone tube, while Spears took an Eveready Daylo light.

LA FRENCH PLUGS TO COLUMBUS

COLUMBUS, O., July 28.—The La French Spark Plug Co., of Dayton, Ohio, has removed to this city and leased quarters at First Avenue near High Street, formerly occupied by the Ideal Heating Co. Harvey C. Garber and several other prominent Columbus capitalists have interested themselves in the La French company.

CANADIANS MISS SHOWS

TORONTO, Ont.—Toronto jobbers and distributors are already trying to figure out how they can make arrangements for 1918 business connections without the help of the cycle shows in Chicago and New York this Fall. In recent years large delegations of distributors and dealers from Toronto, Hamilton, Montreal and Winnipeg made it a point to see the new models and interview the big American manufacturers at the National Shows, relative to the coming season's business. The Toronto dealers are now figuring that they will be compelled to sign contracts for 1918 motorcycles and bicycles with "sight unseen."

All Aboard For Atlantic City!

WHEN the next number of Motorcycle and Bicycle Illustrated appears the annual convention of the Cycle Industries in Atlantic City will be in full swing. The convention period is August 6-10, and it behooves those who have not already made hotel reservations to do so at once. The Traymore Hotel is the official headquarters.

There are obvious reasons why this year's convention should mean more to the trade than any previous one, and no one connected with the motorcycle, bicycle and allied fields can afford to miss it. It is highly important that the representatives of the various cycle branches be in close touch with one another so as to foster the spirit of understanding and co-operation that is essential to the continuance of the present satisfactory business. The Atlantic City convention affords just the opportunity needed for a rousing get-together session.

Don't miss it. Get your name on the convention register early and make the most of the biggest trade occasion of the year.

BEARINGS SERVICE EXPANDS

NEW YORK, July 30.—The Bearing Service Co., on September 1st, will open six new branches, located as follows: Pittsburgh, Pa.; St. Louis, Mo.; Portland, Ore.; New Orleans, La.; Omaha, Neb., and Toronto, Canada. Any one of the branches will be able to render instant and thorough service on either Hyatt, Timken or New Departure bearings.

ROSENBERG TAKES NEW POST

BROOKLYN, N. Y., July 28.—Albert E. Rosenberg, who has been associated with the Emil Grossman Mfg. Corp., maker of Red Head spark plugs and other motor products, has resigned to assume a post with the Stambaugh-Thompson Hardware Co., Youngstown, Ohio.

GAS COMES HIGH IN CUBA

HAVANA, Cuba, July 30.—According to Zaldo & Martinez, who operate an import and export concern between the United States and Cuba, the price of gasoline in the island republic is becoming exorbitant. The better grades of gasoline now cost 50 cents a gallon, with every prospect of its going higher within the next few months.

BONNETT RESIGNS FROM GOODRICH

ST. LOUIS, Mo., July 26.—M. S. Bonnett, who has been associated with the St. Louis branch of the B. F. Goodrich Co., has resigned that post to join the staff of the Independent Tire Co.

INDIANS FOR STORE AND AVIATOR

CHICAGO, Ill., July 23.—The Webber department store, at Clark and Van Buren streets, has purchased a three-speed Indian and van from the Edwards-Crist Mfg. Co. It will be used for delivery purposes. Captain Stain, with the Ashburn (Ill.) govment aviation station, has bought a three-speed Indian from the Garfield Boulevard branch of the same concern.

BUTLER CALLS ON CHICAGO WIGWAM

CHICAGO, Ill., July 23.—Thomas Butler, special road man for the Hendee Mfg. Co., visited Chicago this week and was the guest of Manager Jesse Edwards, of the Hendee Chicago branch. Butler came directly from Washington, where he played an important part in landing a big military contract for the Indian.

DAYTON TESTER ENLISTS

DAYTON, Ohio.—Theodore Peaso, tester in the motor bicycle department of the Davis Sewing Machine Company, has enlisted in the aviation corps and is stationed at Fort Thomas, Ky.

HARDWARE MERCHANT USES VAN

COLUMBUS, Ohio.—The Sykes Motor Co., central Ohio distributor for the Indian, has sold a side van to the Schoedinger-Marr Co., a large retail hardware concern, which is perfectly satisfied with its operation in delivery service.

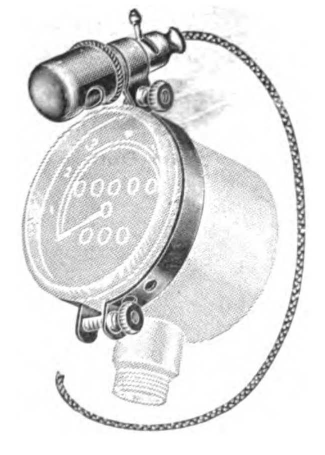
GILBERT GOES BACK TO TIRES

NEW YORK, July 31.—C. A. Gilbert, formerly sales manager for the Cleveland Motorcycle & Mfg. Co., and prior to that connected with the sales staff of the United States Tire Co., has come to New York to serve as sales manager for the Carlisle Cord Tire Co., a new concern which has entered the automobile tire field. It has not as yet been announced who will take Mr. Gilbert's place at the head of the Cleveland sales.

NEW SPEEDOMETER LIGHT

Stevens & Co. Offer "Police Model" with Integral Switch

NEW YORK, July 31.—Stevens & Co., 375 Broadway, are offering a new type of speedometer light known as the police model. The new light shows many improvements over the original model introduced by Stevens & Co. several seasons ago. Perhaps the most appealing feature is found in the socket, which is now fitted with a neat switch which simplifies both the control and the wiring. The lamp is made throughout of brass heavily nickel plated, and the clamp is particularly strong and substantial and easily attached.



The construction has been somewhat simplified, which makes the replacement of the bulb an easy matter. The entire socket may be removed by loosening a single thumb nut, thus the lamp serves as an excellent trouble lamp, or in case occasion arises it may even be used as a substitute for either the headlight or tail-light.

The new police model with switch is furnished for either single or double contact circuits at $1.50.

BIRINGER TAKES HARLEY-DAVIDSON

LEAVENWORTH, Kas., July 26.—Frank Biringer, Excelsior dealer at Leavenworth, Kas., recently annexed the agency for the Harley-Davidson motorcycles in connection with the Excelsior agency which he has held for some time. Biringer operates a first-class store and uses guns, fishing, camping and a general sporting goods line as a sideline for his motorcycle and bicycle business.

LEWIS TAKES ON HARLEY-DAVIDSON

WHITEHALL, Ill., July 23.—A. B. Lewis has signed up for the northern half of Greene County, Ill., for the Harley-Davidson. He will open a repair shop and salesroom in this city within the next few days.

QUEBEC HAS MOTOR-COPS

MONTREAL, Que.—The automobile traffic on the new St. Lawrence River Boulevard between Montreal and the ancient city of Quebec has become so heavy that the Provincial authorities have engaged several motorcyclists to patrol the highway to restrict speeding and reckless driving. This is the first time that the Province of Quebec has made use of the motorcycle for any purpose.

ANOTHER CANADIAN RACEMEET

ORILLIA, Ont.—A motorcycle racemeet is to be held in Orillia on Civic Holiday, Monday, August 6, and the races will consist of open events and a sidecar clash on the local half-mile dirt track. The Orillia Motorcycle Club is behind the venture and two local dealers are also supporting it. These are H. Greenland, who handles the Excelsior and Indian, and Mr. O'Donnell, the Harley-Davidson representative.

FACTORY REPAIRS

Harley-Davidson Bulletin Says Nine Hours Are Necessary

MILWAUKEE, Wis.—"At this time of the year Harley-Davidson dealers and riders sometimes ride to the factory to have work done on their machines, and while we are always glad to give such work our best attention, we cannot promise to complete an extensive overhauling within eight or nine hours, or even less time," says Bulletin No. 59, coming from the Service Department of the Harley-Davidson factory.

"Our repair department is naturally very busy right now, during the heart of the riding season. No dealer or rider should, therefore, ride to the factory with the expectation of having his motor overhauled within a few hours, say, for instance, on a Saturday with the factories closing at noon. We will gladly offer our best service but will appreciate taking the above into consideration to avoid possible disappointment."

RAIN RISES WITH GOODYEAR

AKRON, O., July 28.—R. E. Rain, who has been in charge of sales for the Goodyear Tire & Rubber Co. throughout the Augusta, Ga., section, has been promoted to the position of supervisor of sales, with offices in Atlanta. A. C. Rodford will succeed Rain in the Augusta district.

SHAFER JOINS AMBULANCE CORPS

GRAND RAPIDS, Mich., July 28.—C. W. Shafer, himself an ardent motorcyclist, who has been Grand Rapids correspondent for MOTORCYCLE AND BICYCLE ILLUSTRATED, has joined the American Ambulance Corps, and is now on his way to France. Shafer was connected with the Grand Rapids *News*.

BRADEN RETIRES FROM STANWELD

CLEVELAND, O., July 26.—James A. Braden, who a couple of months ago succeeded Benton Dodge as advertising manager and publicity man for the Standard Parts Co., has resigned that post because of poor health. Prior to associating himself with the Stanweld interests Dodge held the post of advertising manager for the Diamond Tire Co.

ELLIS TO NEW YORK FOR GOODYEAR

LOUISVILLE, Ky.—Arthur W. Ellis, who for six years has been in charge of the local Goodyear branch, has been appointed assistant manager of the New York division, the largest branch the company operates. Mr. Ellis was formerly city salesman at Indianapolis before coming to Louisville, but has done such sterling work in his territory embracing Kentucky and southern Indiana that he was promoted. His successor has not been named as yet.

LEAVES BURD FOR GILL

NEW YORK, July 28.—P. C. Christman, who for the past three years has been district manager and sales engineer for the Burd Ring Sales Co., maker of Burd patent piston rings at Rockford, Ill., has resigned that post to associate himself as vice-president and general manager of the Gill Piston Ring Co., of this city.

CHAMPION SALESMEN GATHER AT ANNUAL CONVENTION

The Spark Plug Travelers at the Plant in Toledo

TOLEDO, O.—The midsummer sales convention of the Champion Spark Plug Co. was held in Toledo the week of July 22, at which time over fifty of the company's representatives from all parts of the United States and Canada got together to discuss sales and advertising plans and production methods in general.

One of the most encouraging features, from the standpoint of the Champion officials, was the unanimous declaration of the salesmen that business had never been so good, both as to repeat orders and new business.

Wednesday, July 25, was set aside for a trip to Detroit to inspect the porcelain factory of the Champion Spark Plug Co., where all the porcelain used in the construction of Champion plugs is made. The program for the day also included a trip to Windsor, Ontario, where the Canadian factory of the company is located.

The announcement was also made that the Champion Spark Plug Co.'s production would be increased 100 per cent for the coming year, and that the company had acquired additional property on each side as well as across the street from their present plant, which would enable them to take care of any expansion necessary for a number of years to come.

NEW CHAIN

Duckworth Brings Out Heavy Duty Roller Type

SPRINGFIELD, Mass., July 30.—Answering an insistent demand for a heavy duty service chain for racing, sidecar and commercial motorcycles, the Duckworth Chain & Mfg. Co. has developed and is now placing on the market a heavier type of motorcycle chain than has ever been offered under the Duckworth nameplate.

New Heavy-Duty Duckworth Chain

The chain has been tested out thoroughly over a period of several months and under all sorts of conditions, and has stood right up to its work without falter. It is made in both quarter inch wide and five-eighths inch pitch and three-eighths inch wide and five-eighths inch pitch sizes to fit existing makes and models of machines. It is expected that this new type of chain will be standard equipment on a fair proportion of the motorcycles which will bear the 1918 nameplate.

ARCHER TO AVIATION CORPS

KANSAS CITY, Mo., July 26.—Frank Archer, formerly in charge of the mechanical department at the Indian Motorcycle Sales Company at Kansas City and until recently chief motorcycle mechanic for the Metropolitan Police Department, has enlisted as a first-class mechanic in an aero squadron in training near Pensacola, Florida. Archer left immediately for the training station.

EVERETT M. C. ANNUAL ENDURANCE

EVERETT, Wash., July 27.—The Everett M. C. will hold its second annual endurance run next Sunday over the Everett-Allensburg course. This course is over the Cascade mountains via Snoqualmie Pass, and takes the rider from the mild climate of Puget Sound district to the desert-like heat of Eastern Washington. A large number of riders have entered, but it is expected that the difficult course will put many out of the run.

ANOTHER ROCHESTER CLIMB

ROCHESTER, N. Y., July 30.—West High Hill in Pittsford is to be the scene of another hill-climb for Rochester riders on August 5. Riders from Buffalo and Syracuse have signified their intention of entering. The hill-climb has the full support of the local trade, which has donated a substantial prize list. There will be six events on hill 800 feet long scanning about 60 per cent. as to grade. The events are: Sidecar open, sidecar stock, twin solo, gear ratio of 12 to 1; twin solo stock, gear ratio 10 to 1, and two twin solo open numbers. Non-skid devices other than Weed chains will not be allowed.

3 Real

Firestone—Henderson

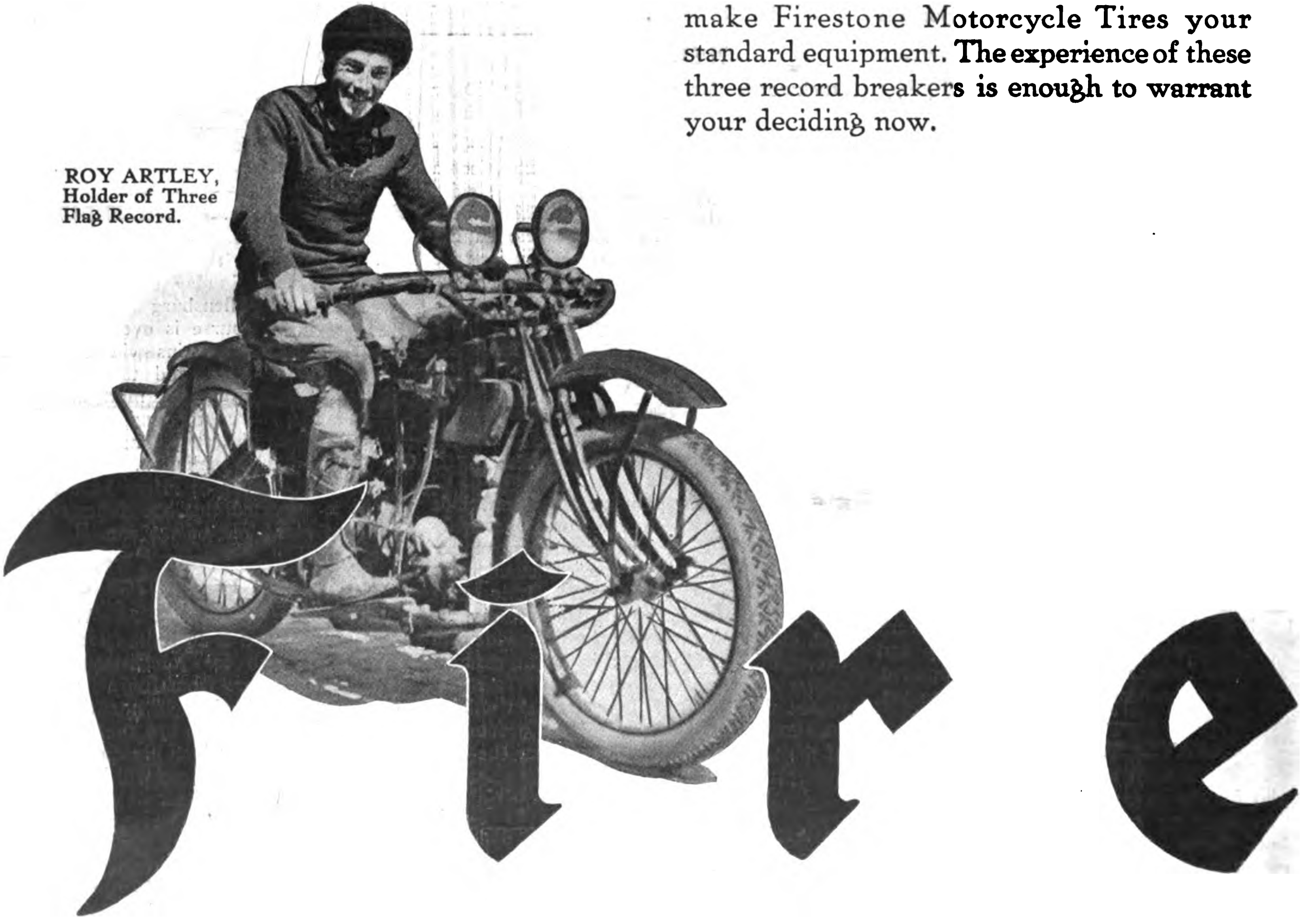
Seventy-two hours and twenty-five minutes from Canada to Mexico. That's the record Roy Artley set up for Pacific Coast fans to consider. He arrived at Tia Juana, Mexico, Friday, July 20, at 11.25 a.m., having covered 1638 miles from Blaine, Wash.

Artley chose Firestone Tires because he knew they had the speed, the endurance, the safety necessary to carry his Henderson over everything from mountain road to boulevard.

And Firestone Tires didn't fail him. One tire was badly cut at Portland and changed as a precaution. With this exception the tires went through with original air and finished in fine condition, good for many more miles.

The same qualities that set Firestone Tires as standard when motorcycles were flimsy experiments have kept them in the lead ever since. The Firestone organization makes a tire that stands up to the work everywhere.

Look at the records on the opposite page, made on a board track with regular standard road tires, not specially constructed racing tires. Then decide once and for all to make Firestone Motorcycle Tires your standard equipment. The experience of these three record breakers is enough to warrant your deciding now.



ROY ARTLEY,
Holder of Three
Flag Record.

Records

Firestone—Harley-Davidson

The Sheepshead Bay Track was the scene of two annihilated records when Parkhurst covered 1452¾ miles in 24 hours and Walker, with a side car and passenger, made 1158¾ miles in the same time. Both drove Harley-Davidsons. And both equipped with Firestone Tires.

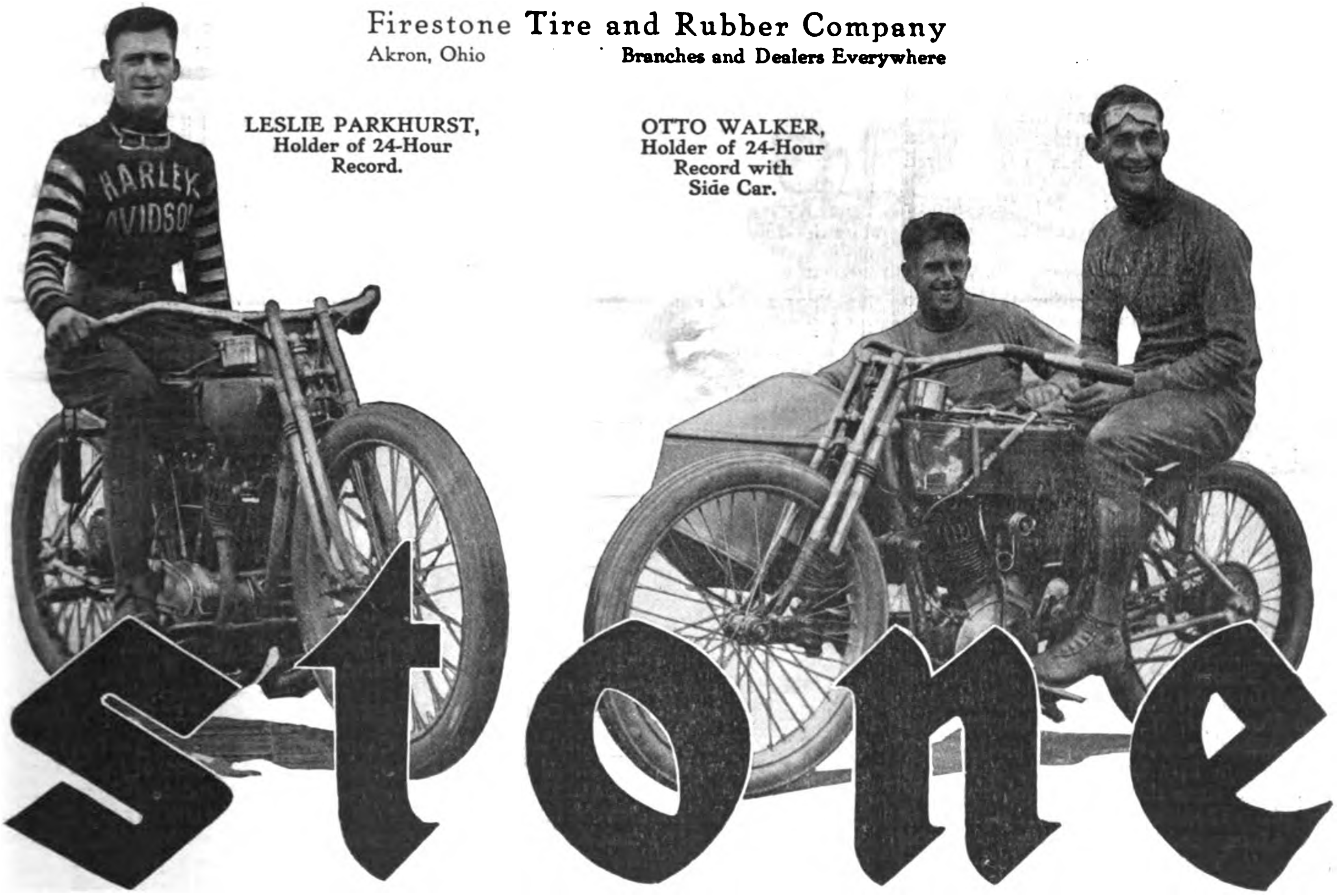
Parkhurst made his record in spite of the fact that he was off the track 1 hour and 35 minutes because of a heavy storm.

Here are three important motorcycle records broken. Firestone Tires did their part under widely varying road conditions on radically different motorcycles, one on the West coast, two on the East; all three with Firestone Tires.

Such records show that Firestone Tires have the stuff in them to stand up to any work, any place, any time. They prove that you must equip with Firestone Motorcycle Tires to get the most out of your machine in speed, comfort, safety and Most Miles per Dollar from the tires themselves.

To break your records, make your next tire a Firestone, and the next, and the next.

Firestone Tire and Rubber Company
Akron, Ohio · **Branches and Dealers Everywhere**



LESLIE PARKHURST,
Holder of 24-Hour
Record.

OTTO WALKER,
Holder of 24-Hour
Record with
Side Car.

STEELE WINS HACKENSACK CLIMB

Paterson Indian Rider Makes Best Time of Day at 2 1-5 Seconds; Walton Best Amateur

HACKENSACK, N. J., July 29.—Orie Steele, winner in the recent Paterson M. C. hill climb, captured first honors in the Hackensack M. C. climb to-day, astride the same Indian that carried him to victory before. John Walton, riding Steel's machine, won the amateur class.

The contest was staged in a sand-pit, the climb averaging 40 per cent. through loose yellow sand six inches deep, and was what the club considered "impossible" for stock geared machines, without the aid of anti-skid devices.

Before the bunch got accustomed to the rise, there were many failures to top the crest, but soon the boys were going over by twos and threes, so the committee changed the rules to a standing start, a successful climb putting one into the finals, two failures to eliminate the contestant. This method brought the field down to three amateurs and four professionals, who in the finals had a flying start of 100 feet and were timed for the rise.

Terhune, Harley-Davidson, in trying to best his previous climb, lost control of his mount and was thrown up the hill, unhurt, but his shirt was slit to ribbons by the handle-bar as he passed it on the way upgrade. This was the only mishap of the day.

Steele used a "big valve" Indian, and his climbs were as straight as an arrow's fight. Pester, who practised well, failed to make the climbs for the finals, while Dombrofski, Henderson, shut off too soon each time, and his mount died on the rim.

In the amateur class Walton won a tire; McKinney took a lamp while Lightwise got a sweater. The pros split the entry fees 50-30 and 20.

The results:

Steele, Indian, 2⅕ seconds, 1st, "pro" class.
Young, Indian, 2⅖ seconds, 2nd, "pro" class.
Terhune, Harley, 2⅗ second, 3rd "pro" class.
Walton, Indian, 2⅖ seconds, 1st, amateur class
McKinney, Harley-Davidson, 2⅗ seconds, 2nd, amateur class.
Lightwise, Harley-Davidson, 3 seconds, 3rd, amateur class.

BALTIMORE DOINGS

Walkers Reach City on Tour of Eastern States; Club News

BALTIMORE, Md., July 27.—Miss Grace E. Walker, of Springfield, Mass., accompanied by her brother Arthur, arrived in Baltimore yesterday after a tour of the Eastern States, concluding a trip to Boston, New York City, Atlantic City and Philadelphia. The Walkers were accompanied on a sightseeing trip of Baltimore by "Happy" Mears, secretary of the Indian Motorcycle Club, and then left to continue their trip to Washington and points south. Miss Walker has the distinction of being the first lady rider operating a solo motorcycle who has ever toured through Baltimore.

Manager Brown, of the Indian Motor Cycle Club, is elated over the big turn-out of riders on the Harpers Ferry run Sunday, and with fair weather he expects even a larger gathering for the run to Solomons Island, which is the next Sunday outing on the club's program.

SHOOKS' LONG TOUR

On Indian and Sidecar They Are Covering 2,000 Miles During Vacation

SPRINGFIELD, Mass.—Frank W. and Mrs. Shook, of Warren, Ohio, stopped off at the Indian factory on July 24-25 for a visit during the course of a 2,000-mile vacation trip through New England and the Middle States. The Shooks use a 1917 Powerplus sidecar combination and carry all their luggage with them.

The Shooks left Warren on July 20 and rode along the Lakes coast to Erie, Pa., and Rochester, N. Y. The longest day's run—202 miles, was made on Sunday, from the Camera City to Herkimer, N. Y. In the latter place they spent two days with friends. Their route to Springfield was via Albany and Pittsfield, then over the Mohawk Trail. They left for Boston July 25.

The Shooks' itinerary includes Boston, Providence, New York, Philadelphia, Gettysburg Bedford and Pittsburgh before riding to Warren. Shook was the first man to own and ride an Indian in his home city, and held the Indian agency from 1909 till 1914. In spite of changing to another form of business, he has continued to ride Indians, getting a new one each season.

COLORADO RACING

Incorporation of Fair Association Big Boost for Sport

DENVER, Colo., July 27.—The Pikes Peak Fair and Racing Association has been incorporated by Colorado Springs and Denver sportsmen and a plant at Colorado Springs is to be constructed at a cost of $150,000. The association will purchase 100 acres of ground northeast of the city and will begin the construction of buildings and a modern race track in the near future.

The track will be used for horse racing, but there are also plans afoot to hold an automobile and motorcycle race meet there each year in connection with the Pikes Peak annual auto and motorcycle event. The mountain climb races attract the leading riders from all parts of the country, and a meet staged on the Colorado Springs track, when it is finished, immediately after the Pikes Peak climb, could be made something well worth while, it is pointed out.

IN MEXICAN MOUNTAINS

High Grades and Rarefied Air Do Not Hinder Indian Sidecar Outfit

SPRINGFIELD, Mass.—That the American motorcycle operates as perfectly in high altitudes where the air is rarefied as at the sea level is proved by a recent communication from Frank E. Lake, Mexican Indian representative in Mexico City. Mr. Lake's letter states that he sold a Powerplus sidecar outfit to a customer in Toluca, 10,800 feet above sea level, after demonstrating its ability to negotiate the rutty and steep roads in that section.

"Fifteen days after delivering the outfit," writes Lake, "the customer called in at my agency to extend his heartiest congratulations and to embrace me. He said that without the Indian he would not have been able to reach his farm in Toluca, as no motor vehicle had up to that time been able to traverse the roads."

OMAHA CLUB'S ECONOMY CONTEST

OMAHA, Neb., July 30.—The Omaha M. C. will hold an economy contest on Sunday, August 5, over a two-mile course which has already been selected. The contestants will be allowed one quart of gasoline at the start and the affair will be limited to stock machines.

PROVIDENCE RIDERS ON PICNIC

PROVIDENCE, R. I., July 29.—This day was observed as camping-out day by the Providence Motorcycle Club. The members to the number of about 75 rode to the Swenson camp on the shores of Lake Quidnick. Lunches were taken and little groups of picnickers were noticeable throughout the day. There were fishing and swimming and miscellaneous land events to keep the riders busy.

GOTHAM GARAGE MEN WIN FIGHT

NEW YORK, July 26.—Garage interests have won their six-year fight against the oil separator ordinance which necessitated the placing of an approved type of oil separator in all drain lines entering the sewer system from garage or repair shops. The ordinance was repealed last week by the Board of Aldermen, and is now in the hands of Mayor Mitchell. Public sentiment is in favor of having the ordinance repealed, and it is expected that the Mayor will sign the order.

ROUTE BOOK FOR BADGER STATE

MILWAUKEE, Wis., July 23.—The Milwaukee *Journal* has just gotten out a 1917 edition of "The Call of the Open Road." The booklet, which is edited by W. W. Rowland, automobile editor of the paper, is one of the most comprehensive route books that has been issued covering the Badger State.

OHIO REGIMENT BUYS "X'S"

CINCINNATI, O., July 27.—The Brendamour Sporting Goods Co. has just sold six Series 18 Excelsior motorcycles, equipped with Excelsior sidecars, to the First Regiment of the Ohio National Guard. The machines are being used by the officers of the regiment for various forms of service and have already proved so valuable that two more of the same make have been ordered.

MOTORCYCLES AT CAMP EDGE

CAMP EDGE, Sea Girt, N. J.—Through the generosity of A. B. Leach, of South Orange, a warm personal friend of Governor Edge, Divisional Headquarters Troop has just been supplied with motorcycles. Nineteen of the machines have arrived and four more are to come.

WOODS BEST ON OMAHA GRADE

Excelsior Rider Surmounts 325-Foot Incline in 13 Seconds; Fisher, Indian, Second Best

OMAHA, Neb., July 26.—Frank Woods, on an Excelsior, romped away with the hill climb staged yesterday by the Omaha M. C., defeating seven contestants who had entered. In an effort to find a hill impossible to climb, the competition committee, after a long hunt, selected a steep elevation near Council Bluffs, Iowa, as the site of the contest. With a length of 325 feet and varying in grade from 30 to 70 per cent, the hill selected seemed almost impossible to climb to an observer, yet the high powered machines were able to surmount it in good shape.

Of the eight contestants, three were mounted on Excelsiors, three on Indians and two on Harley-Davidsons.

Woods was the star of the day. Though his machine had seen several seasons of severe use he had power to burn and shot up the steep incline in 13 seconds, 4-5 of a second faster than Herman Fisher, who took second place on his Indian. Third place went to Ed Greevy, on an Excelsior, his time being 15 seconds. Greevy made a climb of the hill in 14 seconds, but the mark was not allowed as only one timer caught his climb. Fourth place was annexed by John Bagley, who pushed his Indian over the hill to the tune of 15 4-5 seconds. Fifth place was a tie between Ross Dristy, Excelsior, and Chick Eggleston, Harley-Davidson, time being 16 seconds. Roland, on his Harley-Davidson, took sixth place, 17 1-5 seconds. Glenn Ellison, on his Indian, entered in the climb, but was unable to master the hill, his lack of weight proving a serious factor.

The big crowd of motorcyclists that attended the climb were treated to a real hill climbing exhibition, full of thrills with plenty of spills and daring riding. The course was rough and dangerous, as its sides were covered with stumps. No accidents resulted and the event was run off in an excellent manner by the committee, composed of Sam Carpenter, J. P. Johnson, Charles Howes, Carl Adolphson, Eldon Huff and Carl Pedersen.

Wood's equipment consisted of Goodyear front and Firestone rear tires, Auburn plugs, Mesinger saddle, Duckworth chains and Dixie magneto.

Fisher's equipment consisted of Goodyear tires, Troxel saddle, Auburn plugs, Duckworth chains and Dixie magneto.

EDUCATIONAL CAMPAIGN

Perkins Will Begin on Store Fronts and Window Trims

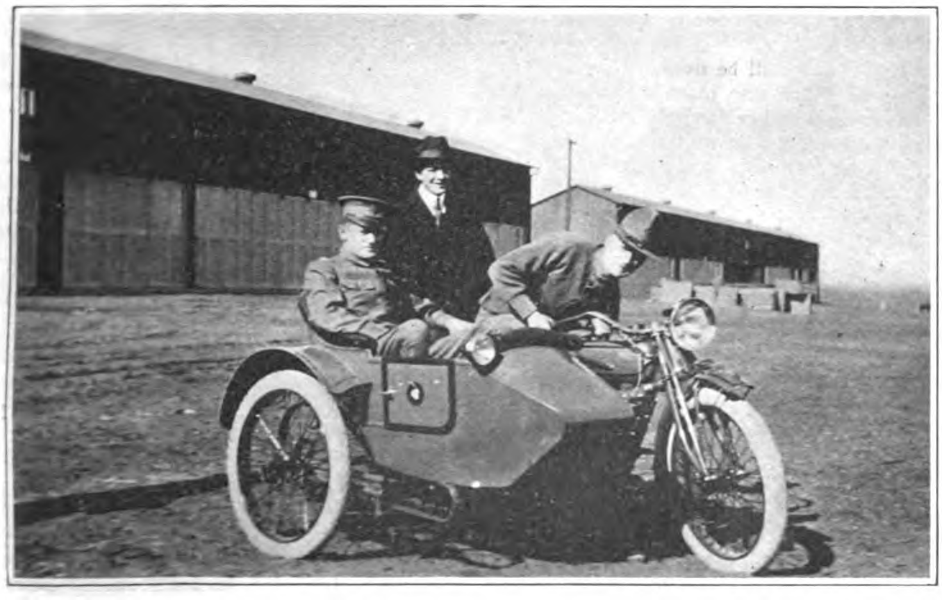
NEW YORK, July 27.—The first subject to be treated in the educational campaign which is being carried on by the Educational Committee of the Motorcycle and Allied Trades Association will be that of attractive store fronts and window displays.

Secretary and Manager D. G. Perkins, who is directly responsible for this branch of the work, states that it is not at all unlikely that prizes will be offered for the best displays and store fronts. It is possible that in arranging the contest the dealers will be divided into two classes—large dealers, who can afford to go the limit in fixing up their stores, and the smaller dealers, who cannot stand very large expense, thus making it fair for all hands concerned.

LOUISVILLE TIREMAKER DEAD

LOUISVILLE, Ky.—Harry L. Lewman, 51 years old, president of the Ten Broeck Tyre Co., manufacturers of motorcycle and auto tires at Louisville, died last week following an illness of eighteen months, death being due to heart trouble and general breakdown. Ten Broeck was formerly a contractor.

WITH OUR OWN MOTORCYCLE SOLDIERS



Capt. Carl Spatz, Driving, and Capt. B. M. Atkinson with E. A. Stinson, Instructor, with the Third Aero Squadron at Ft. Sam Houston, Texas

NO GAS FOR MEXICO

Carranza Removes Import Duty, but U. S. Stops Shipments

LAREDO, Texas, July 28.—The recent action of the Mexican Government in removing the import duty on gasoline by way of bringing about lower prices for the fuel has been practically nullified by the embargo which President Wilson has placed in effect against the exportation of gasoline to foreign countries.

So rigidly enforced is ths embargo that motor cars are not permitted to cross the International bridge over the Rio Grande without first having emptied the gasoline tanks. In this condition they are pushed across the boundary, taking on gas again at the other side.

RECORD RIDE TO INDIAN PLANT

ROCHESTER, N. Y., July 30.—Albert Kocherle, an Indian rider, started out a week or so ago at five o'clock in the morning bound for Springfield and the Indian factory 354 miles away. He made the trip in 11½ hours, running into Springfield at 4:30 in the afternoon. The return was made in easy style.

POWERPLUS FOR AVIATOR

PROVIDENCE, R. I., July 30.—F. C. E. Eden, an instructor in the Aviation Corps at West Greenwich, has just purchased an Indian Powerplus from B. A. Swenson, Indian dealer here. The machine has been equipped so that Eden may sling it to an airship.

ROUTE FOR MILWAUKEE ENDURANCE

MILWAUKEE, Wis., July 30.—The endurance run, which is to be staged on Labor Day, September 2 and 3, will cover a course of approximately 500 miles. Arthur Herrington and Ben McGinnis have mapped out the route and are now figuring up the timing to arrange the final running schedules.

LaCrosse, which marks the western boundary line of the State, will be the night control. The first days' trip will take the boys over the Northern route through Portage, Kilbourn, Camp Douglas and Tomah. Coming back the riders will travel through Reedsburg, Baraboo, Madison and Johnsons Creek.

MOTORCYCLES FOR SPEED COPS

WHEELING, W. Va., July 24.—The towns of Martins Ferry, O., and Warwood, W. Va., have each purchased a Harley-Davidson motorcycle on which to mount a special speed cop in their efforts to check the tendency to exceed the speed limit on the part of automobilists passing through the towns.

GERRISH CREATED EXCITEMENT

SOUTH MANCHESTER, Conn.—H. K. Gerrish created considerable excitement among his friends here when he rode into the city from Lowell, Mass., on his Dayton Motor Bicycle. He covered the distance of 120 miles without any trouble, and thoroughly enjoyed the trip. Mr. Gerrish has had his machine about a year and has rode over 3,500 miles without any trouble except tires.

TRADE BRISK IN SAN JOAQUIN VALLEY

Plenty of Work for All Hands Makes Demand for Bicycles for Workers to Go to and From Their Work

LOS ANGELES, Cal., July 21.—For the first time since the period the bicycle traders refer to as the "good old days" of 1913, every man in California who is willing to work can not only find a job but is extremely likely to have a job forced upon him. Ranchers are paying the biggest prices for labor in the history of California agriculture. This is true of live stock, grain, vegetable and fruit ranches alike, and affects all districts.

The men are getting such good wages that they prefer not to sleep at the ranches where they work, but live in town where they can get the varied board offered by the restaurants and have other advantages, such as the movies, to relieve the monotony of evenings. The result of all this is a sudden springing up of demand for transportation, and of course for all short distances the bicycle just meets the situation, while the men working further out will soon accumulate funds enough to make them really first-class motorcycle prospects.

While a lot of young fellows have gone into the army, many of them having thrown up their contracts and turned their machines back to dealers, the employment situation is bringing on a new crop of prospects which will soon revitalize trade. Charlie Tobey, who travels Southern California and San Joaquin Valley for C. L. Smith, the Los Angeles bicycle jobber, is now working in the wonderful fruit producing section south of Fresno where thousands of tons of peaches and grapes are raised.

Prices are so good, with unlimited demand, that extraordinary efforts are being made this year to preserve the full crop of fruit, which in previous years on many ranches has been allowed to rot where it fell off the trees and vines. The result is an industrial activity which has sprung up almost over night, and the bicycle trade is finding that it must hustle to keep up with the business forced upon it. Tobey has been sending in orders so fast that it has kept the whole force at Smith's on the jump to ship out the stuff as fast as orders are received.

AID TO RECRUITING

Seattle Officers Find Motorcycle and Sidecar Indispensable

SEATTLE, Wash.—First it was the Marine Corps, then it was the navy and now the army—all three are using motorcycles in Seattle for recruiting. And the recruiting officers in all cases report the aid of the "benzine bikes" indispensable to success. Seattle has made quite a record in recruiting for the three branches of the national fighting service during recruiting for the present war, and the officers in charge in all cases agree that a large part of the success has been due to the great mobility of the recruiting forces made possible through the motorcycle.

With a sidecar full of circulars and other literature a machine would start toward the end of the week for a little town near Seattle and the man in charge of the motorcycle would spend a week-end recruiting. One-day recruiting trips also were made. The speed with which the motorcycles would carry the men to their various destinations caused these vehicles to become rapidly popular, and now all three services are using motorcycles to advantage.

CAMPS IN NATIONAL PARKS

DENVER, Colo., July 27.—For the benefit of motorcycle and automobile camping parties an official camping grounds has been established in the Rocky Mountain National Park of this State. The first camp has been established in Bardolph Park, which is six miles west of the village of Estes Park and just within the boundaries of the National Park. It is absolutely free to all motorists who desire to live the real "outdoor life" in the Rockies. The grounds will care for 250 parties. It has good water, plenty of firewood, a splendid view of the mountains and perfect sanitation. Camp stoves and garbage pits have been constructed. It is expected that other similar camping grounds will be opened in the near vicinity soon.

NATURAL GAS TO RUN MOTORS

LONDON, July 1.—While the practice has not as yet extended to motorcycles, several of the 'bus companes and transportation companies using motor trucks are combating the shortage of gasoline and the restrictions placed upon its sale by the government by running these vehicles with illuminating gas. The gas is carried in large bags in some instances, or under pressure in steel tanks in other cases, sufficient of the fuel being carried to run the largest of vehicles a distance of 20 miles. If fuel conditions remain as they are at present it is not unlikely that the practice will extend to motorcycles, the only changes being necessary for the successful operation of the motorcycle on natural gas are the fitting of a pressure tank and the replacement of the carbureter with a mixing valve.

MANY ENTRIES FOR COLUMBUS MEET

COLUMBUS, Ohio.—Judging from the number of entries that are coming in for the big motorcycle race meeting to be held at the Columbus Driving Park, August 12, the meeting will be a success in every particular. The meeting is to be held under the auspices of the Columbus Cycle Club and entries are being received by C. H. Beebe, manager of the Sykes Motor Co., central Ohio distributor for the Indian. His address is 37 East Long street, Columbus, Ohio. The 100-mile sweepstakes race, which is the headliner on the program, is attracting many well-known professional riders, and assurances are given that there will be a large field of starters.

DIRECTORY OF ADVERTISERS

	Page
Angsten-Koch Co., 217 Englewood Ave., Chicago, Ill.	45
Baker, Murray & Imbrie, Inc., 15 Warren St., New York	48
Benton Co., L. F., Vergennes, Vt.	47
Bearings Co. of America, Lancaster, Pa.	47
Bosch Magneto Co., 204 W. 46th St., New York City	4
Duckworth Chain & Mfg. Co., Springfield, Mass.	44
Eclipse Machine Co., Elmira, N. Y.	Cover 2
Electric Storage Battery Co., Phila., Pa.	43
Emblem Mfg. Co., Angola, N. Y.	40
Ericsson Mfg. Co., 1116 Military Road, Buffalo, N. Y.	45
Excelsior Motor Mfg. & Sup. Co., 3703 Cortland St., Chicago, Ill.	1
Federal Miniature Lamp Div., 509 So. Jefferson St., Chicago, Ill.	45
Fentress-Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	47
Firestone Tire & Rubber Co., Akron, Ohio	Cover 4, 24-25
Goodyear Tire & Rubber Co., Akron, Ohio	2-3-8-9
Harley-Davidson Motor Co., Milwaukee, Wis.	5
Hendee Mfg. Co., Springfield, Mass.	37
Henderson Motorcycle Co., Detroit, Mich.	6-7
Miami Cycle & Mfg. Co., Middletown, Ohio	45
New Departure Mfg. Co., Bristol, Conn.	38
Norma Co. of America, 1790 Broadway, N. Y.	44
Reading Standard Co., Reading, Pa.	43
Remy Electric Co., Detroit, Mich.	41
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	43
Rose Mfg. Co., Philadelphia, Pa.	45
Sargent, Lester L., N.W. Cor. 10th & F Sts., Washington, D. C.	45
Standard Co., Torrington, Conn.	42
Standard Welding Co., Cleveland, Ohio	Cover 2
Stevens & Co., 375 Broadway, New York	47
United States Tire Co., 58th St. and Broadway, N. Y. City	10
Wald Mfg. Co., Sheboygan, Wis.	45
Westfield Mfg. Co., 11 Cycle St., Westfield, Mass.	Cover 3
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	43

How to Buy Insurance

Motorcycle Dealers Should See That a Fire Policy Is So Drawn as to Fit the Risk Effectually and Give Them Maximum Protection, Says W. D. Isham, Harley-Davidson Credit Man; A Slip-Shod Policy Often Proves Worthless After the Store Is in Ruins

By Pathfinder

"THE proposition of buying the right kind of a fire insurance policy is just the same as buying a pair of shoes," said W. D. Isham, the Harley-Davidson credit man, in concluding our interview with him on the subject of protection of a dealer's store and its contents.

"Your policy and its provisions should be drawn to fit the risk, in other words, the policy that would fit a dry goods store would in no wise apply to a drug store due to the different class of stock carried in the two places and likewise the kind of insurance that would cover a gent's furnishing establishment would in no wise be the correct one to be drawn up for a motorcycle store.

"You wouldn't think of going into a shoe store, asking for a pair of shoes, and having the clerk pick up the nearest pair at hand, wrap them up for you to take home. You would try them on, examine the material and see if they were suitable for your needs.

"We cannot imagine a merchant buying a bill of goods, no matter how inconsequential, without checking every item to make sure they were all received. Yet there are few merchants who take the trouble to check over the various items included in their fire insurance policy which some day might mean thousands of dollars to them.

Buy Your Insurance Carefully

"After you have a fire and stand out in the street looking over the ruins, it certainly gives you a comfortable feeling to be assured that the insurance will cover most of the loss and that you will not be so bad off after all, rather than standing there quaking in your boots for fear you have neglected to see that all the clauses in your policy have been complied with.

"Don't buy your fire insurance policy from an agent who happens to be a friend of yours or who knows one of your friends or relatives or because he is a good fellow and has a good line of talk. Buy from an agent who has a reputation of knowing his business, just as you would your shoes or clothes.

"You wouldn't go to a carpenter to be measured for a suit of clothes, yet there are many policyholders who buy from men who handle insurance as a sideline and who are not acquainted with the subject as they should be.

"If there is anything in the printed policy that your agent presents that you cannot comply with be sure that there is a written provision attached covering that particular point which will protect you so that the insurance company cannot slide out on a technicality.

"Any credit man's interest in fire insurance is purely a selfish one, as it has very intimate relation with a customer's credit standing. If the credit man knows that the customer is amply insured he feels safe in extending a good line of credit and naturally when a man can secure a good line of credit he can do more business with less capital. At the same time the credit man knows that his firm can secure more business from the customer.

"A man will look carefully into the history and secure all the information he can about a bank he intends doing business with and makes sure any goods he intends purchasing come up to the quality represented. When he makes a contract he is sure that its terms will be fulfilled.

"Yet the first insurance agent that comes along will load him up with fire insurance with a company he knows nothing about and the policy of which he knows less. Through the guarantee the insurance company gives you, it may suddenly become your debtor and naturally, as a good business man, you want to know what kind of a concern is to be indebted to you. Failures there have been aplenty. That was discussed previously.

"About a year ago a prosperous motorcycle dealer called at the factory and in talking over affairs connected with the financial end of his business I found that he had been in business six years, that he had about $300 in the bank and had a stock in trade valued at close to $7,000.

"Then I asked him how much he would have left if he were to lose his business suddenly. He answered, "Nothing but my home." Asked how much insurance he carried, he stated $2,500. More talk revealed the fact that he owed about $2,700. Now you can figure out for yourself where that man would have been left in case of a big fire in his place that wiped him out, providing he was even fortunate enough to collect one hundred cents on the dollar from his insurance company.

"However, he has seen the light. He could hardly sleep nights until he was able to get back home and increase his fire insurance to a point where he would have ample protection. I stated before it is with a selfish motive that I am advocating plenty of fire protection for motorcycle dealers both for their own and their families' provision.

How Insurance Helps Credit

"The most valuable thing a man has is his credit. Cut off fire insurance and credit becomes a negligible quantity. Put the shoe on your own foot. Would you sell a man goods which he was going to place in a building that might burn any minute and you know his sole ability to pay for those goods was centered in those goods without any other protection?

"Summing up the whole proposition of fire protection, I would like to have every dealer take home with him these points. Carry ample insurance for the protection of your family. Carry ample insurance for the protection of your credit. Use due caution in the kind of insurance you buy and the company you buy from. Exercise due caution in reading over the terms and conditions of the policy you procure."

PLANS FOR BRONX SOCIABILITY

Entry Fee of $1.50 Buys Everything Except Gas and Oil in Oliver's Second Annual Picnic Run August 12

NEW YORK, July 27.—The second annual sociability run to be staged by Oliver Berckhemer, Bronx Indian dealer, with headquarters at 959 Brook Avenue, is scheduled for Sunday, August 12. In case of rain it will be held on the first following Sunday that is clear.

Each rider will be checked by a card and punch system at an unknown control on the way out to the secret destination of the tour, and again on arrival at home. The rules call for strict order throughout the run, the riders being divided into squads under lieutenants.

The run is open to overy one. Riders must not necessarily be F. A. M. members, and the entry fee of $1.50 includes everything with the exception of gasoline and oil. Berckhemer has arranged for a real man-sized dinner at the picnic grounds, which is included under the entry fee, and bronze medals will be given to all those who finish without serious breach of rules. Besides an attractive accessory list comprising 75 valuable articles to date, with a promise of many more before the day of the run, two cups will be offered; the Ogden trophy, given by Leadley Ogden, of the Cygnet Rear Car Co., for the club having the greatest number of entries, and the Oliver trophy, which will go to the most popular rider.

SYKES ENTERTAINS 100 AT PICNIC

COLUMBUS, Ohio.—About 100 riders and their friends of Columbus enjoyed a picnic and outing with Manager Beebe of the Sykes Motor Co., Indian dealer, and P. I. Haynes, agent for the Harley-Davidson, as hosts, Sunday, July 22. The day was spent at Mt. Pleasant, near Lancaster, a distance of 30 miles from the Buckeye capital.

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

MUST BE LICENSED

Motor Attachment Classed as Motor Vehicles in Montreal

MONTREAL.—The fact that many owners of motor wheels, motor attachments for bicycles and motor-driven buckboards have been operating their machines without securing Provincial licenses became evident to the Provincial authorities recently with the result that an official statement has been issued to notify such owners that they are required to secure official permits which will cost $7.50 annually. The published announcement reads as follows:

"There seems to be an impression among owners of motor wheels and other attachments for bicycles that a Provincial license is not necessary. It is pointed out by the Department that the expression 'motor vehicle' comprises all vehicles propelled by any other power than muscular force, excepting railway and tram cars and vehicles running only on rails or railroads, and road rollers."

COASTER BRAKES FROM CANADA

MONTREAL, Que.—Announcement is made of the organization in Montreal of the International Metal Goods Company, with headquarters here, for the manufacture of a brand new type of rear hub, internal-expanding coaster brake for bicycles, to be sold throughout the British Empire. The first models of the brake are now being road tested. Arrangements have been made for facilities for the manufacture of the brake entirely in Canada.

ELLIS INJURED AT THE FRONT

TORONTO, Ont.—Mr. and Mrs. H. Ellis, 333 College Street, Toronto, have been notified that their son, Lieutenant H. A. Ellis, of the Canadian Expeditionary Force, has been injured as a result of a collision between his motorcycle and a large military automobile which was travelling at a high rate of speed. Lieutenant Ellis has been the officer in charge of about 30 motor ambulances. Before enlisting he was engaged in the tire business in Ottawa.

VANCOUVER CYCLEMOTOR DEALER

VANCOUVER, B. C.—The Eastern Motor Company, Howe Street, which was organized recently, has taken an agency for the Cyclemotor as a sideline to its garage business.

CYCLIST FREE OF TRAFFIC LAWS

HALIFAX, N. S.—The City of Halifax has discovered that the local traffic regulations do not apply to motorcyclists or bicyclists. The City Court of Halifax considered the point recently and decided that cyclists were not governed by the traffic by-law. The municipality has decided to get a new by-law as soon as possible, and, in the meantime, the riders have been asked to be reasonable and careful in their riding.

CYCLE TRACK FOR VANCOUVER

VANCOUVER, B. C.—The Vancouver Bicycle Club is behind a proposition for the erection of an eight-lap velodrome at Hastings Park, Vancouver. It is hoped to have the track finished in time for the forthcoming Vancouver exhibition, the manager of which has secured estimates of the cost and has already secured plans for track and grand stand.

HAMILTON RIDERS ON PAPER CHASE

HAMILTON, Ont.—The general activity of Hamilton motorcyclists was continued to Sunday, July 29, when a paper chase was held to Guelph, Ontario, under the auspices of Harris and Funger, the local Excelsior representatives. Herb. Bradley, the lone hare, skipped out of Hamilton at 8.30 A. M. and was followed by a flock of skipping hounds fifteen minutes later. Bradley laid a paper trail along his chosen route. After reaching Guelph, the whole party, augmented by a number of riders who did not take part in the paper chase, enjoyed a jaunt to Brampton.

ST. ONGE HONORS BOSTON VETERAN

LONDON, Ont.—The French briar pipe which Fred St. Onge, the Smith and Pope traveler, won in the half-mile highwheel race at the London racemeet in June figured in a little incident at Boston, Mass., a few days ago. St. Onge visited George "Pop" Lowe, one of the first bicycle men of The Hub, and presented his prize to the old veteran, who has gone blind.

CANADIAN VISITORS

MONTREAL, Que.—Two Canadian delegates to the convention of the Cycle Parts and Accessories' Association at Atlantic City, August 6-10, will be A. E. Bregent, the Montreal manufacturer and jobber, and Fred St. Onge. They will motor to the convention city by way of Springfield and Westfield. They plan to return to Toronto for the C. W. A. patriotic championships on Saturday, August 11, when the Spencers, Kramer and McNamara will make their only Canadian appearance this year.

WOOD TO THE FLYING CORPS

TORONTO, Ontario.—Steve Wood, a former prominent racing member of the Toronto Motorcycle Club, has been accepted for the Royal Flying Corps in England. Wood had been serving with the Canadian army overseas as a despatch rider, and he is only one more local racing celebrity who has secured his transfer to the aviation branch of the army.

CANADA TRADE

Report from Toronto Harley-Davidson Dealer Indicates Prosperity

TORONTO, Ont.—An indication that the motorcycle business in Canada this year has been good is the optimistic report issued from the Harley-Davidson headquarters in Toronto on July 17. Walter Andrews, the Ontario distributor, announced on that date that he had disposed of four carloads of Harley-Davidson motorcycles and two carloads of sidecars this year. Seventy-five per cent. of the machines were the electrically-equipped models and fully three-quarters were sold with sidecars. These sales are evidence that Canadians have money.

EXCELSIOR CLEANUP

Takes Every Second and First in Ten-Event Meet at Quebec

QUEBEC, Que.—The Excelsior cleaned up at the racemeet held on the half-mile track at the Exhibition Grounds, Quebec City, on Saturday afternoon, July 22. There were ten events on the program, and the Excelsior captured almost every prize, including every first and second place. Bilodeau, the local amateur crack, took four firsts and one second with his Excelsior and Clouthier, Excelsior, finished second in five races and won a sixth. Metivier, another amateur, with his Excelsior, won one race and finished third in two others.

Laviolette, the professional crack, won the one and two-mile professional events with an Excelsior and established a new track record of 1.09 for the mile in a special trial on the half-mile oval. Graveline, the local Excelsior dealer, rounded out the day by winning the one-mile sidecar race.

VETERAN A WINNER

Ford, 42, Captures First Road Race of Swift Bicycle Club

TORONTO, Ontario.—The Swift Bicycle Club, Toronto, held its first bicycle road race over the Dunlop Trophy course on Kennedy Road, on July 15. The score of riders covered a distance of eighteen miles and the winner proved to be Tom Ford, the forty-two-year-old veteran, who was given a two-minute start. Ford played the tortoise game with rare judgment, winning out from his exhausted competitors in a well-timed sprint. At one time Ford was the very last man in the race but he overhauled the field in the last four miles.

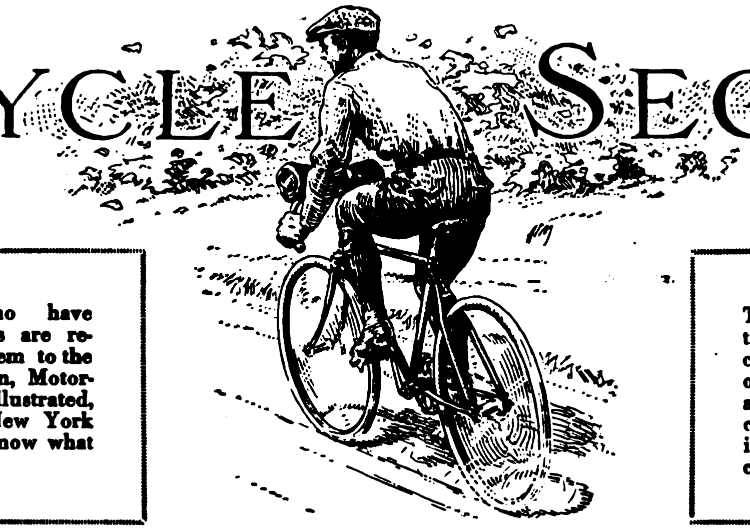
The results: First, Tom Ford, 2 minutes; second, James Martin, 1½ minutes; third, D. Patterson, 3 minutes; fourth, J. Miles, 4 minutes; fifth, R. Hunter, 5 minutes; sixth, Neil Russell, scratch.

The Swift Club is fostered by James Martin, the hustling East-end bicycle dealer.

DOWLE TAKES "X" IN CANADA

TRENTON, Nova Scotia.—F. Dowle has contracted to represent the Excelsior and Henderson retail interests of Trenton, Nova Scotia.

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

Bicycle Gypsying

An Impression of the Joys to Be Had in a Rough and Ready Ramble Awheel with Camping Equipment Through Backwoods Country

The Equipment Needed and Some Pointers on the Trip

By W. T. Farwell, Jr.

THERE is a vague longing in most red-blooded men and boys to revert to the carefree life of the "hobo" and the joys of the open road. And when summer and the annual vacation time rolls around this feeling becomes much intensified. As a means of gratifying the desire for a taste of the simple life what could be simpler or more healthful than a "Gypsy" bicycle tour? Anyone of any age, whether 16 or 60, who wishes to get the most out of his vacation, both in healthful invigoration and pleasure and at very little expense, will find a wheeling tour superior to almost any other means. The ordinary cares and routine of every day life are forgotten; the lungs receive a thorough revivifying, and the circulation starts into healthful activity; sleep becomes sound, appetite voracious, and digestion perfect.

Free to Go as He Pleases

The cycle tourist with a light camping outfit is absolutely independent and free to go when and where he pleases. He does not have to worry about gas and oil or hotels; he can loaf or cut across country and explore the by roads, and he has plenty of time to enjoy nature's beauty spots.

No doubt many riders have in mind just such a tour as this, and to those cyclists the following hints on planning and carrying out a tour may prove helpful.

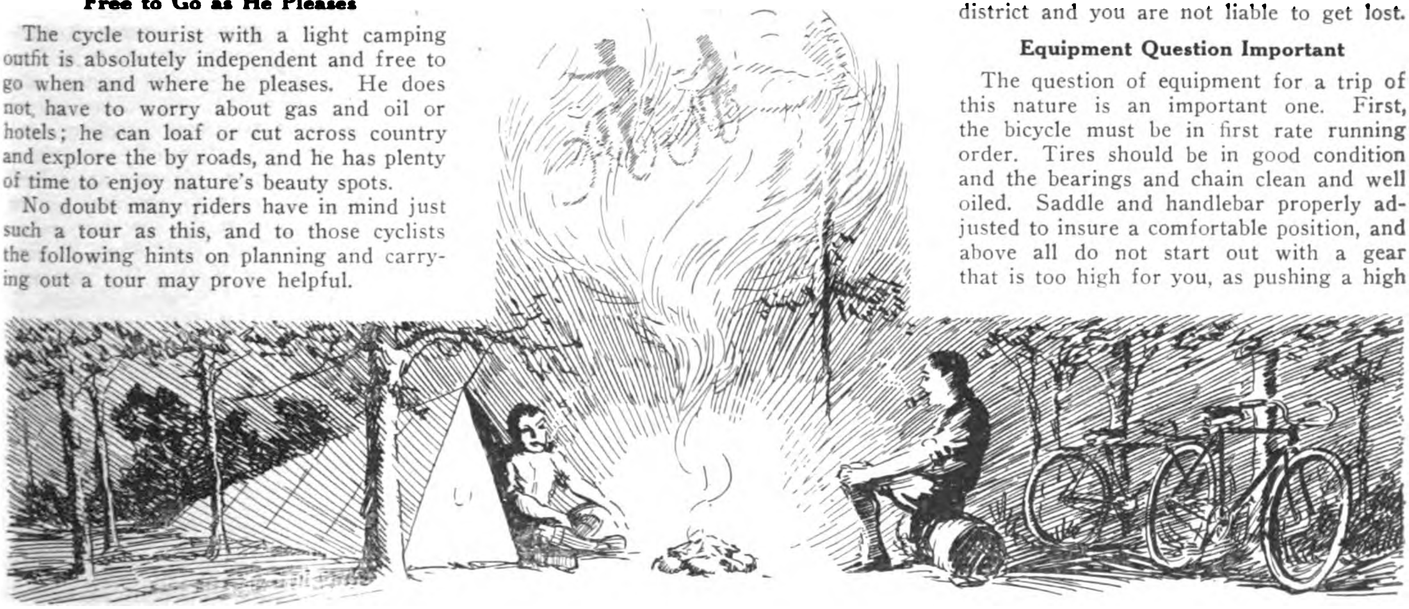
The enjoyableness of a tour depends a great deal upon being in good riding condition to make the work easy, and in laying plans so as not to be obliged to push along too fast. As preparation for a tour it would be well to ride 15 or 20 miles daily for a week before starting. Then you will be in suitable physical condition and you can make 40 or 50 miles a day, without inconvenience. However, it is not advisable to lay out any definite schedule of daily distances to be ridden, as on some days you will feel like loafing and on others you may feel like riding 50 or 60 miles or more. Do not force yourself to reach certain objective points at any definite time. In other words forget old Father Time for a while and you will derive far more pleasure from your trip. Remember that you are out for a good time in every respect; not for making or breaking records, or trying to compete with the motorists in burning up the roads.

The majority of riders find touring most pleasant with a single companion, and if you are fortunate enough to have a congenial friend whose pedaling powers are about the same as your own the pleasure of the tour will be much enhanced.

In laying out a rout for a camping tour it is best to steer clear of the large cities unless you particularly desire to visit them. Wherever possible strike off from the main roads and pick your way across country over the little traveled by-roads. These roads may be hilly and rough at times and your progress will be slower, but you will generally be well repaid for the extra trouble, as most back country roads are more interesting than the main roads, and also lead to picturesque and secluded camping spots. Carry a good road map of the district and you are not liable to get lost.

Equipment Question Important

The question of equipment for a trip of this nature is an important one. First, the bicycle must be in first rate running order. Tires should be in good condition and the bearings and chain clean and well oiled. Saddle and handlebar properly adjusted to insure a comfortable position, and above all do not start out with a gear that is too high for you, as pushing a high



gear becomes very irksome on a long trip. A gear of 72 or 74 is plenty big enough for touring. You can lower your gear, if it is too high, by having a larger rear sprocket fitted. For instance if a 9-tooth sprocket is fitted in place of one with 8 teeth the gear will be lowered about 10 inches. The subject of gearing was fully described in a recent number of this publication.

FREEDOM
LIBERTYVILLE

In regard to camp equipment, the tent should be just large enough to provide sleeping shelter for two. An excellent light tent of this nature can be bought for less than $8. It has a bug proof canvas floor and weighs but 3½ pounds. It is not a difficult matter to make or improvise a simple shelter which will answer the purpose almost as well. A practical shelter tent can be made from a square of duck or other light material 9 x 9 feet which will sleep two persons. The sketch shows plainly how it is put up. A piece of the same material spread over some balsam branch or hay, a blanket, and your coat for a pillow, makes a comfortable bed. On cool nights a small campfire in front of the tent will warm the interior.

Your cooking will of course be of the simplest sort, and very few utensils will be needed. A small frying pan, one-quart tin pail, tin cup and plate, knife, fork and spoon. Salt, sugar and coffee or tea can be carried in bags packed in the tin pail, while the necessary food for each meal can be procured in the town nearest the next camping place. Most farmers will supply you with milk and eggs. A very compact "Wear-Ever" brand aluminum cooking outfit consisting of 6 pieces is used by the Boy Scouts for hiking trips, and would be just the thing for the cycle tourist. You don't need a coffee pot as good coffee can be made in a pail or stew pan. It is surprising how little in the way of camp equipment you can get along with.

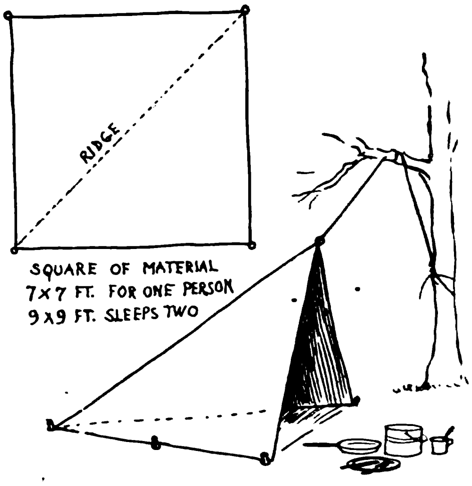
Pitch Tent Near Stream

If you are at all versed in camping lore you will, if possible, pitch your tent near a spring, lake or stream where the water is good. You will know that a small fire between a few stones for a fire place is better for cooking purposes than a big one, and also that you should never leave a camp fire burning when you break camp.

It will be easier and will save time if the mid-day meal is eaten at a restaurant or hotel. This will save unpacking your cooking outfit and will also make a pleasant variation in your diet, especially if you are a novice at camp cookery. In rainy weather it will be best to put up for the night at some small hotel. When you do patronize a hotel it will pay you to stop in small towns or villages where the hotels are small and usually clean and inexpensive. Steer clear of the big resort hotels and automobile road houses, they are looking for bigger game than the humble cyclist.

The amount of personal luggage had best be limited to a change of underwear and a tooth brush. Wear old clothes and old shoes. Knickerbockers are far more comfortable and more suitable for cycling than regular long trousers.

The entire equipment should be divided between the two riders and strapped on substantial rear carriers. Each pack should not weigh over ten pounds.



If special effort is made to select the lightest equipment and every unnecessary object eliminated, the weight can be brought down to 6 or 7 pounds for each rider. This will make a neat roll which should not interfere with riding.

One or two weeks of this next to nature living combined with touring and loafing will make you fit as a fiddle and ready to tackle your work with renewed vigor.

PIERCE CYCLE NEWS

Much of Interest to Two-Wheeler Dealer to Be Found in July Issue

BUFFALO, N. Y., July 27.—Joseph J. Hoffman, salesman for the Hub Cycle Co., Boston, New England distributors for the Pierce bicycle line, gives a comprehensive report on the bicycle business throughout the New England States in the July number of the *Pierce Bicycle News*, which is just off the press. Hoffman's report is encouraging from the first word in the first paragraph to the last word in the end paragraph.

A little item on how clean living and thinking combined with outdoor life made Frank Kramer the athletic wonder that he is to-day; an artcle bearing on the wonderful increase in the Pierce bicycle business, and a letter from Victor J. Lind, Brooklyn Pierce dealer, talking against the sale of bicycles of the motor-bike type, are other feature articles of the booklet. The cover picture shows a Pierce triplet which is in constant use in and around San Francisco, although over 20 years old.

MANY CYCLISTS WITH CANADIAN FORCES

VICTORIA, B. C.—More than two hundred motorcycle riders of Victoria, B. C., have gone overseas with units of the Canadian Expeditionary Force, according to statistics of the local trade.

BUTLER'S LONG RIDE TO WESTFIELD

WESTFIELD, Mass.—J. P. Fogarty, secretary and manager of the Columbia plant, was surprised by a visit last week from an old cycling friend in the person of W. M. Butler of the St. Louis Cycling Club. Butler is mounted on a Columbia two-speed chainless and is enthusiastic over the service this bicycle has given him on his long trip East. His healthy, rugged appearance speaks well for the benefits derived from cycling "a la Columbia." After a day spent going through the Columbia plant and talking over old times with Fogarty, Butler continued on toward Boston. From Boston his Columbia is to take him along the famous North Shore to Portsmouth and on to the White Mountains in New Hampshire.

TO REORGANIZE OLD CLUB

TORONTO, Ont.—Mr. Victor Gianelli, the Italian consul at Toronto, has announced his intention of reorganizing the Wanderers' Bicycle Club, of which he was one of the most enthusiastic members in the '90's. At one time, Mr. Giannelli was the leader of the forty-piece band of the Wanderers' Club which was considered one of the finest musical organizations in the country.

DAVIS SALESMAN DIES

Walter A. Harland, Traveler, Meets Death in Automobile Accident

EPHRATA, Pa., July 30.—Walter A. Harland, traveling salesman for the cycle department of the Davis Sewing Machine Company, was killed in an automobile accident near here Tuesday, July 24.

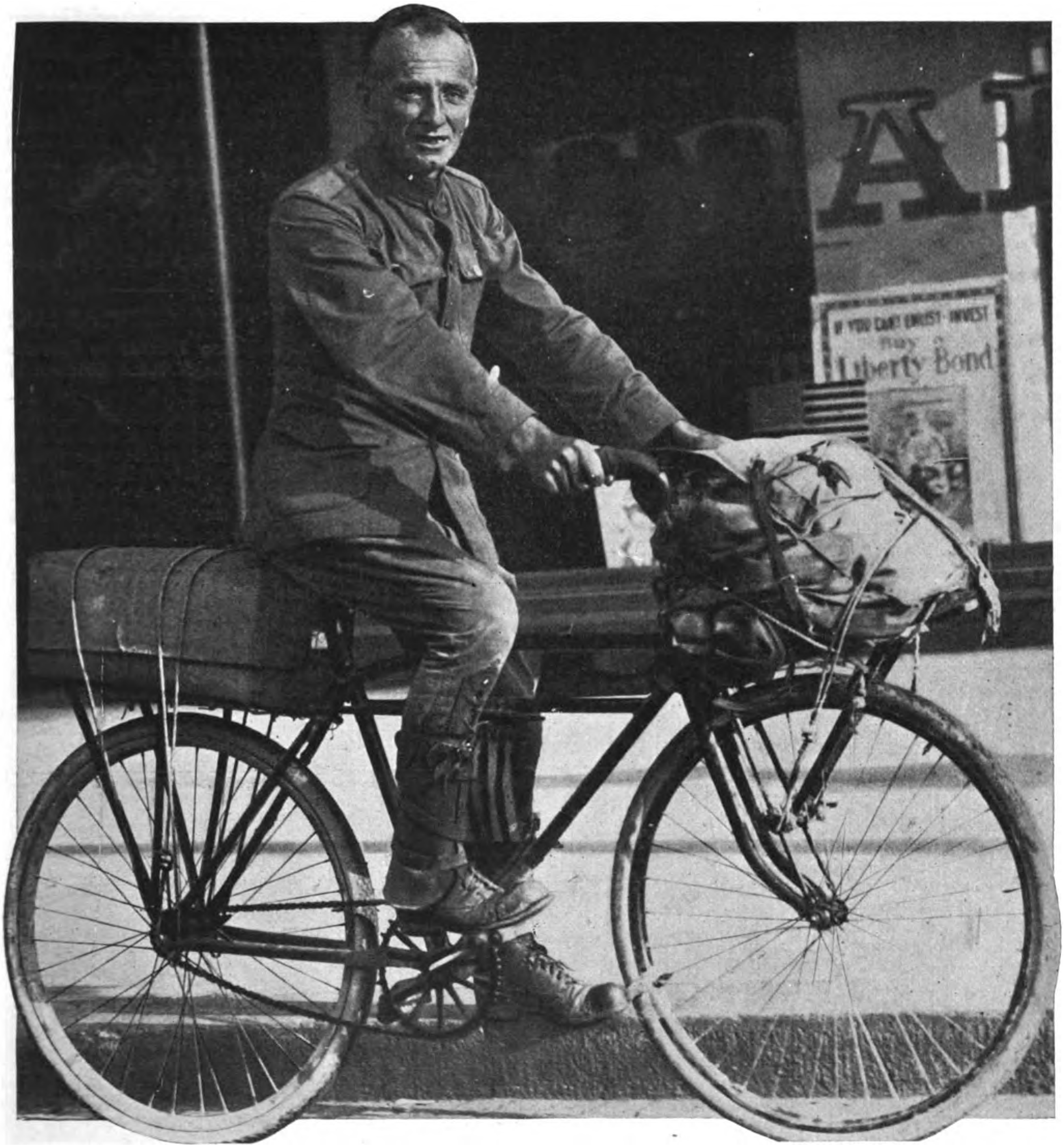
Mr. Harland traveled over his territory in an automobile, carrying a Dayton Motor Bicycle on a side attachment. In attempting to turn out to pass another machine, his automobile turned turtle over an embankment.

He was well known to the cycle trade throughout the Eastern and Middle States and was a prominent figure around the company's displays at the cycle shows for the last two years. For the past four years he has been associated with the Davis company, having spent two years in the fire apparatus department and two years in the cycle department. During these few years he has made many friends among the trade and in the Dayton factory.

DUPUY BEATS POUCHOIS

Marcel Dupuy, the classy French sprinter, who has raced in America, met and defeated his countryman, Julian Pouchois, in a match sprint race at the Velodrome d'Hiver, Paris, on July 9, turning the trick in straight heats.

Transcontinental Cyclist Completes Strenuous Journey



Ernest Estoppey Snapped as He Finished Journey from Coronado., Cal., to New York City, with His Indian Bicycle and Camping Outfit. The Veteran Cyclist Is in His Fifties

NEW YORK CITY, July 30.—Ernest Estoppey, the transcontinental cyclist, completed his long journey from Coronado, Cal., to this city on July 14. He started from the California watering place January 9, and took plenty of time to make the journey. Estoppey crossed 14 states enroute and obtained letters from the governors of each, which he presented to President Wilson at Washington. Estoppey's mount is an Indian bicycle.

Although a man somewhat past middle life, Estoppey was able to complete the transcontinental trip with little difficult. He stated that he considered cycling the best way to keep in first-class health and cited his trip from the Pacific to the Atlantic as a proof of his statement.

The gray-haired cyclist decided that ferrying across the Hudson River from Jersey City to the metropolis was rather too tame, so proceeded to swim across, accompanied by a boat. On his setting foot in New York he was greeted with acclamation by the crowds who were lined up to watch him.

Estoppey carried a complete camping outfit on his machine and rarely slept indoors during the six months of his journey.

The veteran rider is now on a cycling trip through the New England States.

FOREIGN RACING

At Tours, France, July 9, Thorwald Ellegaard, the Dane, met and defeated Andre Perchicot and Trouve, two French cyclists, in a match. Ellegaard won two heats and finished second in another to Perchicot. Trouve finished third in all three heats. Ellegaard finished second from scratch in the handicap at 1,000 meters, Bournac winning. The latter and Perchicot captured the handicap.

E. Kauffman, a former amateur champion of Switzerland, won the professional title at a recent meet held at the d'Oerlikon track, Zurich.

KRAMER SHOWS HE STILL HAS SPEED

Former Champion Wins "Criterion" by Taking the First and Second Heats from Alfred Goullet and Reggie McNamara—Arthur Spencer, the Champion, Rides Miserable Race in "Omnium"

NEWARK, N. J., July 30.—Frank L. Kramer, the deposed champion among the professional sprinters, left no doubt about his ability as a strong contender at the Velodrome yesterday. Kramer met Alfred Goullet, the former Australian, and Reggie McNamara, the "Iron Man," in the final of the "Criterion," a race that carried a purse of $1,000, $400 of which went to the winner. Kramer won and he won in a convincing style.

Final Run in Heats

The final of the race was run in heats, the winner being forced to take two heats. Kramer won the first and second heats. Kramer had plenty of speed yesterday. He rode the last eighth mile in 11⅘ seconds, and in the second he was clocked in 11⅗ seconds, the latter being the fastest that the last eighth has been ridden this season. McNamara and Goullet each won a second and a third place, and in the heat to decide the tie Goullet beat McNamara. Second money was $200 and third $100. To top off his day's work Kramer met Willie Spencer, the Toronto rider, who had won the "Omnium," a race for those shut out of the semi-finals of the "Criterion," and Kramer won handily.

Arthur Spencer, the new champion, gave a miserable exhibition in the "Omnium." Arthur met his brother, Willie, and Frank Cavanagh in that race and he was beaten easily in two straight heats by Willie. Cavanagh finished in third position in each heat. Arthur Spencer's ride did not look good in either heat. The champion did not look as though he was trying to win. Spencer, if he won, would have had to ride Kramer a match for which he would receive $100. Spencer wanted more money than that to ride Kramer a match and perhaps that had a good deal to do with his half-hearted attempt in each heat.

The large crowd on hand were treated to a big surprise when they saw Bob Spears, the Australian, win a race. Spears, who has not had his name among the winners for about two months, captured the two-thirds mile handicap for the pros from scratch. Jake Magin won the invitation race in a great brush with Willie Hanley.

Gus Lang, the Newarker, won the half-mile handicap for the amateurs from the 20-yard mark. Henry Werner, Newark, 50 yards, ran second, and John L. Staehle, the amateur champion, finished third from scratch. Harry Hoffman, the San Francisco rider, won the miss-and-out race for the same class. The summaries:

Half-mile novice—Won by Albert Flaws, Newark; second, William Dixon, Newark. Time, 1:10⅗.

Half-mile handicap, amateur—Won by Gus Lang, Newark, 20 yards; second, Henry Werner, Newark, 50 yards; third, John L. Staehle, Newark, scratch; fourth, William Beck, Newark, 35 yards. Time, 51⅗ seconds.

Miss-and-out, amateur—Won by Harry Hoffman, San Francisco; second, Ed Byron, Australia; third, George Chapman, Newark; fourth, Gus Lang, Newark. Time, 4:36⅘. Distance, 2⅔ miles.

Two-thirds-mile handicap, professional—Won by Bob Spears, Australia, scratch; second, Charles Piercey, Australia, 20 yards; third, Alfred Grenda, Australia, scratch; fourth, Jake Magin, Newark, 20 yards. Time, 1:14⅘.

Miss-and-out invitation, professional—Won by Jake Magin, Newark; second, William Hanley, San Francisco; third, Charles Piercey, Australia; fourth, Peter Drobach, South Boston. Time, 3:36⅘. Distance, 1⅚ miles.

One-mile "Criterion," professional—Won by Frank Kramer, East Orange; second, Alfred Goullet, Australia; third, Reggie McNamara, Australia. Kramer won in two straight heats. Times, 2:54⅘ and 3:00⅗, respectively. Last eighth-miles, 11⅘ and 11⅗ seconds, respectively. Goullet and McNamara tied for second, Goullet winning extra heat to decide the place. Time, 2:56⅘. Last eighth-mile, 11⅘ seconds.

One-mile "Omnium," professional—Won by William Spencer, Toronto; second, Arthur Spencer, Toronto; third, Frank Cavanagh, Newark. William Spencer won in two straight heats. Times, 2:41⅗ and 2:49, respectively. Last eighth-miles, 11⅘ and 12 seconds, respectively.

One-mile match race between winner of "Criterion" and "Omnium," won by Frank Kramer; second, William Spencer. Time, 2:48. Last eighth-mile, 11⅘ seconds.

PLANS LONG TRIP

A. L. Everard, C. R. C. of A., Will Tour to Detroit and Return on His Bicycle

NEW YORK CITY, Aug. 1.—A. L. Everard, of the Century Road Club of America, will leave this city, Saturday, Aug. 4, for a long bicycle trip. Everard, who lives in Ridgefield Park, N. J., will leave this city and go to Albany, Troy, Schenectady, Amsterdam, Utica and Syracuse. At Syracuse Everard will go to the State camp to visit Joseph Zabelicky, a brother member, who has entered the U. S. Army for the period of the war, the soldier-cyclists being connected with the 47th Infantry.

Leaving Syracuse Everard will continue to Rochester and Buffalo. At Buffalo Everard will go to Detroit, Mich., by boat, and after taking a look over the town which will include a visit to the factory that turns out rattling good cars, the trip will be continued to Lake Huron. The tourist will try to return through Canada to Niagara Falls.

LAWRENCE HAS LUCK

Draws Jimmy Hunter as Pacemaker and Goes Through Race Without Mishap

PHILADELPHIA, Pa., July 31.—Percy Lawrence, the San Francisco cyclist, was the lucky one when it came to drawing for pacemakers for the 50-mile paced race at the Point Breeze track, Saturday night, July 28. Percy drew Jimmy Hunter and after that it was all off for the rest of the crew. With his lucky draw Lawrence had the best of the breaks with his bicycles and he went through without accidents.

Both Menus Bedell, who had no motor after the five-mile mark, and the paced champion, Clarence Carman, had accidents, and George Cameron, the New Yorker, won second money.

SOME RECENT WESTFIELD MFG. CO. VISITORS

Left to Right—George Steppello, Joe Caldwell, Mayro Cigal, C. Brohn and Ray Caldwell, All of the Century Road Club Association, New York City

WESTFIELD, Mass.—On Wednesday morning the Columbia factory was visited by a delegation of the Long Island Division of the Century Road Club Association, including George Steppello, Joseph S. Caldwell, Mayro Cigal, C. Brohn and Ray Caldwell.

These riders, mounted on light road racing bicycles, left New York at 5 p. m. Sunday evening and arrived in Albany at 4 p. m. Monday. After a short stay in Albany they started off Tuesday night and arrived at the factory in Westfield Wednesday morning.

They are routing their return trip to New York via Boston and Providence. One of the two wheelers which made this stiff trip was an 18-year-old Tribune, and this bicycle rode as smoothly and easily, so the rider said, as a new one.

GOULLET GAINS POINTS

Newark Favorite Adds Tallies to His All-Round Championship Score

NEWARK, N. J., Aug. 1.—By taking second place in the "Criterion" race at the Velodrome on Sunday, Alfred Goullet, the speedy blonde, gained a single point on Reggie McNamara, the "Iron Man" from Australia, in the contest for the all-around championship. Goullet simply added to his score and he has now 90 points as against 48 for the strong man from the lair of the kangaroo. With the season on the way past the midway mark, Goullet's chances of capturing the title are exceedingly bright, only an accident being possible to defeat him.

Arthur Spencer, the champion, is in third place with 35 points, and Frank Kramer, the former title holder, with five points less is in fourth place.

A closer and far more interesting battle is on in the amateur division. Amateur Champion John L. Staehle led the simon pures with 60 points, while the second man, Harry Hoffman, is only a lone tally in the wake of the champion. Fred Taylor, the localite, is in third place, with 51 points, while Gus Lang, who is showing great form of late, is in fourth place, with 41 points.

The standing of the leaders in both classes follows:

PROFESSIONALS.

	1st	2d	3d	4th	Pts.
Goullet	13	5	4	2	— 90
McNamara	4	6	3	4	— 48
A. Spencer	6	1	0	2	— 35
Kramer	2	4	4	0	— 30
Spears	2	4	1	0	— 24
W. Spencer	2	2	2	2	— 22
Grenda	1	2	3	3	— 20
Bello	3	1	1	0	— 20
Magin	1	2	2	4	— 19
Hanley	1	2	3	2	— 19
Hill	1	2	1	1	— 14
Madder	1	2	1	0	— 13
M. Bedell	0	2	2	1	— 11
Smith	0	1	3	1	— 10

AMATEURS.

	1st	2d	3d	4th	Pts.
Staehle	9	2	4	1	— 60
Hoffman	7	4	3	6	— 59
Taylor	3	8	4	3	— 51
Lang	3	4	5	5	— 41
Osteritter	5	0	5	0	— 35
Dotterweich	1	6	4	5	— 35
Byron	2	2	2	2	— 22
Horan	3	0	1	2	— 19
Chapman	0	2	3	2	— 14
Ciaciuch	1	2	1	0	— 13

Points—First, 5; seconds, 3; third, 2; fourth, 1, in open and handicap races only.

HOW STAEHLE WON

Amateur Champion Finishes with Almost Same Points as in 1916 Race

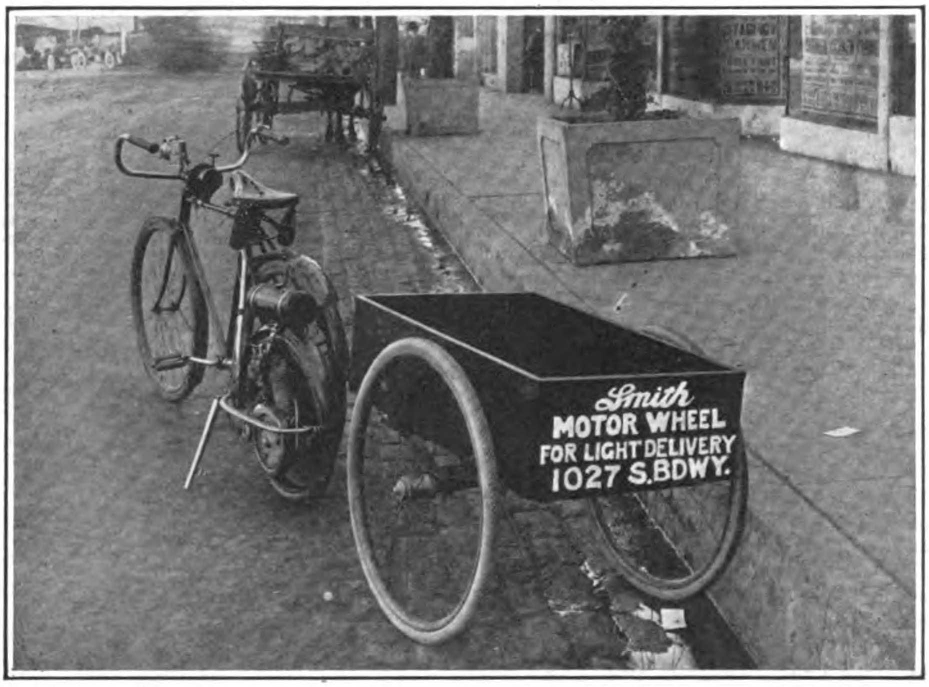
NEWARK, N. J., Aug. 1.—When John L. Staehle annexed the amateur championship for the second time this season he almost repeated his performance of last year in regards to the total number of points scored. In 1916 Staehle scored five firsts and one second, while this year the champion scored five wins and finished third on one occasion.

Staehle this year won the third-mile, the half-mile, the one-mile, the two-mile and the five-mile. Staehle, never a speedy starter, got off bad in the quarter-mile titular race and had to be contented with third place; Fred Taylor, who finished second in the series, winning, and Chris Dotterweich finishing second. Five points were given for a win, three for a second, two for third and fourth place tallied a point for the rider.

The complete table, which gives the points scored in each of the races, is given below:

Rider	Distance of Race						Pts.
	¼ M.	⅓ M.	½ M.	1 M.	2 M.	5 M.	
Staehle	2	5	5	5	5	5	— 27
Taylor	5	1	3	3	0	0	— 12
Dotterweich	3	0	0	2	2	3	— 10
Lang	0	0	2	1	3	2	— 8
Hoffman	0	2	1	0	1	1	— 5
Eager	0	3	0	0	0	0	— 3
Horan	1	0	0	0	0	0	— 1

HANDY TRAILER FOR SMITH MOTOR WHEEL SERVICE



The Outfit Is in Use in Los Angeles and Has Given Excellent Results; the Trailer Is Attached by a Swivel Connection to the Bicycle

NUNZIATA TAKES THIS ONE

NEW YORK, N. Y., July 30.—Jerry Nunziata, a member of the Unione Sportiva Italiana, won the two-mile open bicycle race, which was held in connection with the 18th annual games of Local 20, International Union of Steam and Operating Engineers, at Celtic Park, yesterday. Eugene Aickelin, unattached, finished second, and Anthony Attardi, Nunziata's clubmate, third. The time was 6:02⅘.

RACES FOR BALTIMORE

BALTIMORE, Md., July 30.—The Baltimore Cycle Dealers' Association has arranged two races for local and other speed cyclists. On Sunday, Aug. 12, a ten-mile road race will be staged, while on Wednesday, Sept. 12, a series of races will be run in one of the public parks.

SALT LAKE'S NEW TRACK

SALT LAKE CITY, Utah, July 28.—Jack Prince, the veteran promoter and track builder expects to have his new track in operation by August 15. Jack has wired to a number of professionals in the East to see if he can not get them to come out for the opening.

RACE FOR TITLE

Quaker City Cycling Association Stage First Race for Club Championship

PHILADELPHIA, Pa., July 29.—The Quaker City Cycling, the largest amateur cycle club in the city, held the first of a series of four races to decide the championship of the club at the Point Breeze track yesterday afternoon. The first of the four races was at one mile and Wayne Wiley won with George Harley in second place. Edward Bates finished third and A. Schultz finished fourth. The time was 2:23.

The championship will be decided on the point system, the winner of the largest number of points being declared the winner of the series.

The rider who captures the title will be sent to New York to compete in the Inter-Club Amateur Cycle Road Racing League's championship, which will be held in the fall.

The local club is working hard to make the big amateur track meet, which is scheduled for Saturday afternoon, August 18, a big success, and to revive the game in general in this section. Amateur Champion John L. Staehle, Harry Hoffman, the San Franciscan, and many other big amateur stars have entered. Up to date, it is figured that over 100 riders will compete on that day. The events include a one-mile novice, mile handicap, mile open, two-mile handicap and an Australian pursuit race for teams.

CANADIAN ROAD RACE AUG. 6

MOUNT DENNIS, Ont.—The Kitchener Bicycle Club of Mount Dennis, which is fostered by the Kitchener Bicycle Store of this place, announces that it will hold its second annual road race to Woodbridge on Monday, August 6.

CAMERON WINS LONG PACED RACE

New Yorker Takes 100-Kilometer Event at Point Breeze Track; Race Replete with Accidents; Corry Sustains Bad Fall

PHILADELPHIA, Pa., July 30.—The race is not always to the swift. That old adage was proven again at the Point Breeze track, Thursday night, July 26, when George Cameron, of New York, romped home seven laps (2⅓ miles) in the lead of the second man in the 100-kilometer (62.13 miles) motor-paced race run at that track. Percy Lawrence, San Francisco; Clarence Carman, paced champion; Menus Bedell, Newark, and Vincent Madonna, the Providence Italian, finished as named. Frank Corry, the other starter, fell and was put out of the race in the earlier stages.

There Was Lots Doing

There was plenty doing during the race right from the start. Jimmy Hunter paced Cameron, while Lawrence was in back of Donald McDougall. Norman Anderson paced Carman and Napoleon Morin led the way for Corry. Madonna had William Vandeberry and Bedell had Julian Provost. Carman had only gone a few laps when his motor got balky and the champion lost much ground before he could get another. Madonna had a puncture, changed wheels and the chain came off of his spare wheel and he lost more ground.

While passing Provost and Bedell Morin cut down too quick with Corry and Provost hit Corry's rear wheel and smashed it. Corry and Provost both fell and Corry was led from the track and was unable to continue. Provost's pacing machine caught fire and it was a case of "man the extinguishers." The fire was soon put out and little damage was done either to the track or the pacing machine. Bedell had to ride unpaced until Morin picked him up. After picking up Bedel Morin gave a great exhibition with his new charge and they gained lap after lap on everyone, but the ground lost during the accident was too much for Bedell and he had to be contented with fourth place.

Jimmy Hunter, the announcer calls him "Peerless Jimmy," paced Cameron in a faultless style, taking the New Yorker along at a steady gait, and neither Cameron or his pacemaker had an accident. Percy Lawrence, who had plenty of trouble, finished second, 2⅓ miles back. Carman ran third, Bedell fourth and Madonna fifth. The time was 1 hour, 19 minutes and 31⅘ seconds.

Frank Corry was shaken up badly, but after getting fixed up was able to go to Newark on the midnight train.

William Vandeberry and "Bill" Armstrong defied the speed laws and the mosquitoes in their two races on motorcycles, and put up good exhibitions. "Van" won both the three-mile and the five-mile. The times of both events were 2:15 and 3:56⅘, respectively.

KRAMER FINE STANDS

National Cycling Association Meets and Upholds the Newark Referee

NEW YORK, N. Y., Aug. 1.—Frank Kramer's appeal against a fine of $10 for "not trying" in a championship race was threshed out on Monday night at a meeting of the National Cycling Association. The meeting, which proved to be a rather stormy one—perhaps caused by the heat—did not end until the wee small hours of the morning.

Kramer stated that he was saving himself for another race and therefore did not exert himself when Goullet led him into the stretch. The powers that be sustained the referee, and Kramer will have to separate himself from ten iron men. Fred Hill and Willie Coburn, who were suspended indefinitely at a meet about two weeks ago, were reinstated.

Fred Hill and Peter Drobach, who were fined for teaming, received a favorable verdict, and the $10 each can go into the family larders.

FAST EMPIRE CITY WHEELMEN, BROOKLYN, RIDERS

Left to Right—William M. Taylor, Dennis O'Shea and Lawrence Gaffney, the Club Champion for 1916-17, O'Shea and Taylor Being the Contenders

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On the Bell Lap

BY THE VET

All aboard for the Atlantic City convention, August 6 to 10.

There will be a big time at the Point Breeze track, Philadelphia, August 18. On that day the Quaker City Cycling Association will run a monster meet.

George Bieregel, manager of the Unione Sportiva Italiana's racing team, has returned from his vacation. George went to Swartswood, N. J., for a rest. Rest? Don't know how much rest he got, but he looks good.

The Belgians who are running the track in Detroit plan to stage a 24-hour race shortly. They are negotiating for riders around Newark way.

The Old Master, Frank Kramer, can still show the way home to many a youngster. Kramer seems to improve with age.

Harry Horan, the Newark amateur, has joined the aviation corps. Harry will be "somewhere in Texas" shortly to do his training.

The call of the wild hit Worth Mitten, the retired Davenport, Ia., cyclist, so "Mitt" hit the trail for the East and will be with the boys over in Newark for some time.

Frank Mihlon, part owner of the Newark Velodrome, who is now a farmer down near Belmar, N. J., paged the cows early on Sunday and went to the races at his Newark track. Frank saw his first races in almost a year and enjoyed them.

Off again, on again, gone gain, Finigan, might well be applied to the 100-mile race scheduled by the Empire City Wheelmen, Brooklyn. They have postponed the race twice and will try and run it again on Sunday.

New Jersey has always had the name of being the habitat of the mosquitoes. It might have produced some of the pests in the past, but the Point Breeze track in Philadelphia has New Jersey crying for help when it comes to raising big ones. Mosquitoes? No! Humming birds.

Emil March, better known as "Murphy," the old bicycle trainer, who formerly lived in Newark, moved to New York and then moved back and forth a few times, has moved back to "somewhere along Broadway" again. Eddie Lamson, who labors with "Murph," says that Emil is one move ahead of the world's record.

It is hard to make the dead ones among the racing cyclists believe they are still dead. The startling news has come from Salt Lake City that Jack Prince, who is to operate a new track there this month, wants to match Iver Lawson and Jackie Clark. Both Clark and Lawson resemble Kewpies and the race, if staged, might not prove as startling as humorous.

On To Atlantic City!

WE'LL BE THERE—TO PLAN AND PREPARE FOR ANOTHER SALES-SMASHING YEAR!

WE EXTEND CORDIAL GREETINGS TO ALL DELEGATES—AND HERE'S TO A SUCCESSFUL SESSION, CRAM-FULL OF "BUSINESS AS USUAL."

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

I am the Business Girl—

"BUSINESS is just as much fun and as healthful as any occupation.

"I have found the secret of it all.

"It is exercise.

"The healthful exercise that many girls get in housework, *I* get with my bicycle.

"It takes no time from business or from my leisure hours—I simply ride back and forth to work! Incidentally I have other uses for my nickels.

"Exercise for a girl, to be good, must be light and in the open air.

"We can thank the New Departure Coaster Brake that bicycle riding is so easy and so safe."

Economy and health appeal to all. You sell an article which can give more of both than anything else one can buy. **You** know it. Let **everybody** know it too. How about some New Departure advertising matter?

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE COASTER BRAKE
The Brake that Brought the Bike Back.

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

ALL STARS QUALIFY

Kramer, Goullet and McNamara Qualify for Final of "Criterion"

NEWARK, N. J., July 28.—Former American Champion Frank L. Kramer, Alfred Goullet, of Newark, and Reggie McNamara, the Australian, won the three semi-finals of the rich "Criterion" race at the Velodrome, Wednesday night, July 25, and will battle in the final, which will be run Sunday, weather permitting. The final heat calls for a prize of $400 to the winner. Second man will receive $200 and third man $100.

Spencer's Departure a Surprise

Somewhat of a surprise was sprung in the first semi-final when Arthur Spencer, the new sprint champion, was shut out by Reggie McNamara. Frank Cavanagh, the Newark Irishman, was the third man in the final. Cavanagh jumped away to a big lead a third of a mile from home, and both McNamara and Spencer gave chase. McNamara held off Spencer as both were trying to pass Cavanagh, and McNamara had enough left to lead the Toronto boy home by a length. Kramer beat Francesco Verri, Italy, and William Spencer, the champion's brother, and Goullet led Bob Spears, Australia, and Jake Magin, Newark, across the taps in their semi-finals.

The trial heats of the "Omnium," a race that is in the nature of a consolation race for those shut out of the semi-finals of the "Criterion," were run, and Arthur Spencer won one and his brother won another. The repechage was captured by Cavanagh. The winner of the "Omnium" and the "Criterion" will meet in a match on Sunday.

Glory for Goullet

More glory came to Goullet in the two-mile handicap later in the evening, when he won that race from scratch. Champion Spencer had an opportunity to regain some of his lost glory, and took good advantage of the chance in the three-mile invitation, which was limited to 14 of the best men at the track. Spencer beat McNamara, Kramer and Goullet in that order.

All of the pomp and ceremonies were not accorded to the professionals. Amateur Champion John L. Staehle, who had clinched the title a week previous, won the five-mile titular race, the last race in the series of six events. After Staehle had finished the race he was paraded around the track with a large bouquet and wrapped in the American flag, the Velodrome band leading the procession.

COLLINS WINS AT REVERE

Lynn Rider Finished First in Long Race—Duncan Takes Title Race

REVERE, Mass., July 30.—Elmer Collins, of Lynn, and Elmer Duncan, of Everett, won the features at the Revere Beach track, Wednesday night, July 25. Collins, who has only recently turned to the paced game, won the 30-mile motor paced race from Percy Lawrence, San Francisco; Fred Herbert, Fall River, and Menus Bedell, Newark. Duncan accounted for the New England championship for the amateur class.

The Connolly brothers, Tom and Dennis, ran one-two in the half-mile handicap for the professionals from long marks. Lloyd Thomas, the San Francisco cyclist, beat Tim Sullivan, New Haven, in a five-mile open, and Tom Grimm, the Newarker, annexed the five-mile open.

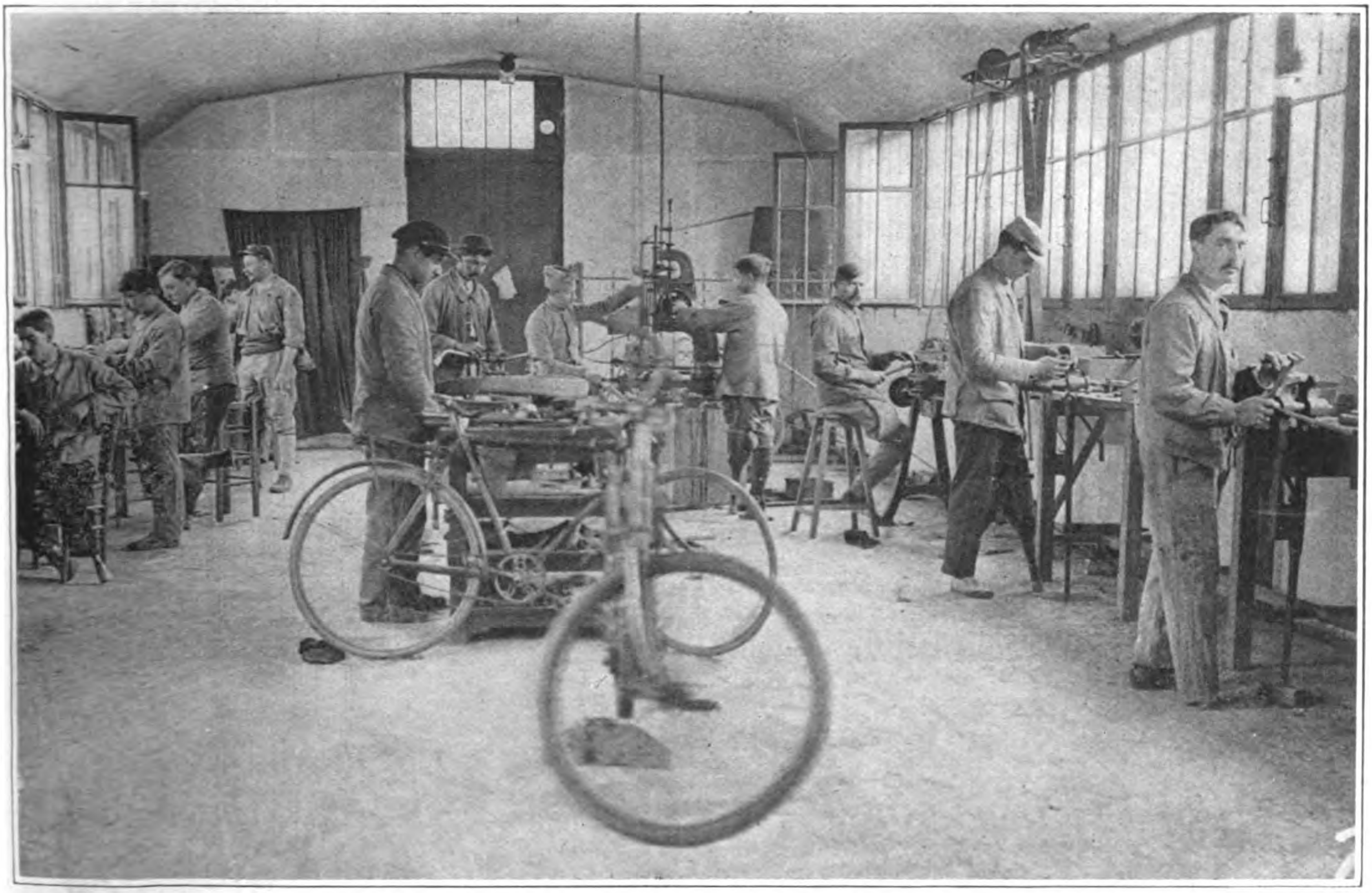
MADONNA RIDES WELL

Providence Italian, Teamed with Corry, Wins Revere Beach Feature

REVERE, Mass., July 29.—Vincent Madonna, the Providence Italian, and Frank Corry, the Australian, won the 40-mile team race at the Revere Beach track last night. The Corry-Madonna pair were pitted against George Wiley and Fred Herbert, the Syracuse-Fall River team, and they won by nearly three laps. Madonna did most of the riding for the team.

It took four heats to decide a match race between Alfred Grenda, the tall Australian, and Lloyd Thomas, the San Francisco rider, who has been showing the way to all the pros. at the track. The first heat was a tie, the second went to Grenda, while Thomas won the third. Grenda came strong in the fourth and won handily.

WAR-BLINDED SOLDIERS TURN TO BICYCLE BUILDING



A Glimpse of the "White House," a School Maintained Behind the French Lines in the Yser District for the Purpose of Teaching Maimed Soldiers the Bicycle Building Art

RACING CYCLISTS DOING THEIR BIT

Many Star Amateurs of America Have Joined the Colors—The Speedy Riders Throughout the World Are Bearing Arms

DURING the past few weeks word of the enlistment of many of the star amateur cyclists of the country into the United States Army has been received. They are responding to the call in a patriotic manner and will, no doubt, give good service to the country in its hour of need. From the Atlantic to the Pacific coasts racing cyclists have joined the colors and more are due to answer the President's call.

Coast Cyclists Enlist Early

Earlier in the war between America and Germany several riders from the San Jose and San Francisco clubs in the Golden State joined the California National Guards, as well as the regular army and the navy. Willie Turville, the son of Charlie Turville, the old-time racing cyclist, and at present pacemaker, and himself an amateur cyclist of note, joined the navy as a surgeon immediately after he had graduated with highest honors from a Philadelphia college. Turville was given the rank of lieutenant and is at the present time located at an Atlantic port.

Eddie Goodwin, one of the best indoor riders in New York State, is now in the aviation service. Two of the Empire City Wheelmen's stars, Ray Krusher and Alfred Bideau, have joined the engineers, and Roy Girard, the Olympic Club (San Francisco) rider, is now a United States marine. Tommy Fitzsimmons, East Orange, N. J., is a dispatch carrier. A number of Newark amateurs will join the service and the ranks at the famous Velodrome will be depleted to a great extent.

Kruscher and Bideau expect to leave for France shortly. Several other members of the Empire City Wheelmen are in the service. Lawrence Gaffney, Dennis O'Shea, Joseph Phisterer and Valentine Stein are in the 13th Coast Artillery, and George Laux is in the naval reserve. Several others of the same club may be listed among the drafted. When the big drawing was staged at Washington last week the only ones at the Newark Velodrome that had their numbers drawn were Charles Piercey and Ed Byron, the Australians, and Henry Werner and John Drehr, the localites.

Foreigners Answer Call

When the world war started in August of 1914 racing cyclists of every country involved in the titanic struggle responded to the call of mobilization, or volunteered. In France, Italy, Russia, Germany, Austria and Serbia a compulsory military service law was in effect. In England, Canada, Australia and other parts of the British Empire the volunteer form of raising an army was resorted to.

In Europe the best of the racing cyclists, both amateur and professional, has responded to the call of their respective governments. Irrespective of class—whether they were champions or third and fourth class riders—they were in arms in a short time and many of them have given up their lives for their countries.

Friol Dies Carrying Dispatches

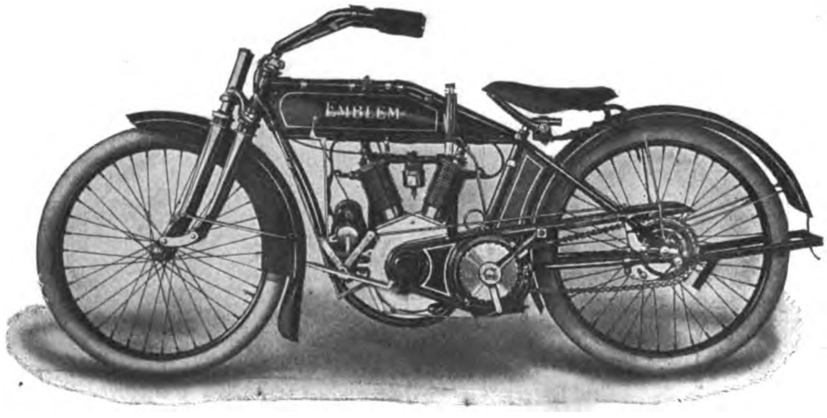
Emil Friol, a French and world's champion, was killed while carrying dispatches on a motorcycle in France; Leon Hourlier, a famous French sprinter, and his brother-in-law, Leon Comes, also a classy sprinter, were killed in an aeroplane accident, and Emil Engel, an all-around rider of France, was among the casualties of the first week of the war. Francois Faber, the French road champion; Bruno Demke, a German paced rider; Maurice Quaissard, French sprinter, and many others, have all fallen on the field of honor.

Canadian cyclists, who have enlisted, have also been numbered among the casualties. Cesare Moretti, the big Italian sprinter, who has raced in America, is now a prisoner of the Austrians. Racing cyclists are filling the ranks in every capacity in all of the armies and a number of them have been decorated for distinguished service. The cyclists can be relied upon to do their part in the war to make the world safe for democracy.

HORAN TO BE AVIATOR

NEWARK, N. J., Aug. 1.—Harry Horan, the speedy local amateur, has set a good example for the other riders at the Velodrome. Horan enlisted in the aviation corps and has left for "somewhere in Texas," where he will do his training.

THE LITTLE GIANT TWIN EMBLEM MOTORCYCLE



Price $175.00

CANNOT BE EQUALED ANY PLACE ON EARTH FOR THE MONEY. IT HAS SPEED, POWER AND ENDURANCE EQUAL TO ANY HIGH PRICED, 350-POUND MACHINE, YET IT WEIGHS BUT 200 POUNDS. WE HAVE AN INTERESTING PROPOSITION TO MAKE TO ESTABLISHED DEALERS.

SEND FOR CATALOGUE

THE EMBLEM SPECIAL TRUSS FRAME BICYCLE

IS BUT ONE OF A LINE OF THE SUPERB EMBLEM BICYCLES THAT WE ARE OFFERING TO PROGRESSIVE DEALERS. THEY ARE RAPID SELLERS AT A FAIR PROFIT. WRITE FOR OUR BICYCLE CATALOGUE.

EMBLEM MANUFACTURING COMPANY
ANGOLA - - - NEW YORK

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

Every Remy-Equipped Harley Sells Another

In your work as a Harley-Davidson dealer you may have overlooked an important factor.

It is this:—A satisfied owner is a salesman.

And the greater his satisfaction, the better salesman he is.

There is one way of giving the Harley-Davidson owner all the satisfaction any motorcycle owner can enjoy—and a great deal more than very many of them experience.

That is to sell him the Remy-equipped Harley-Davidson.

You know, and we know, that any man who buys a Harley-Davidson is going to be satisfied with his choice.

The whole Harley-Davidson factory and field organization is working to that end.

Because Harley-Davidson saw the opportunity of welding its owners still more closely to itself, it chose Remy as lighting and ignition equipment several years ago.

It saw, in Remy, a means of winning the greater loyalty of Harley-Davidson owners through giving them greater satisfaction.

It believed the owners would appreciate the better lighting, the better warning signal, the increased efficiency of the ignition.

The fact that it has continued to equip with Remy year after year shows that it was right.

Harley-Davidson chose Remy because it found that Remy had studied out the motorcycle problems.

Events since have shown the vision and the benefit of adopting Remy equipment.

Sales were naturally few at first. But they have grown steadily. Every Remy-equipped machine has sold another, and that another, until now the greater proportion of Harley-Davidsons sold carry Remy equipment.

Try it in your own business. Concentrate on the Remy-equipped machine.

Get a few on the road—if you haven't already done so—and watch your sales grow.

Remy Electric Company
Sales and Engineering Offices
Detroit, Mich.
Factories and General Offices
Anderson, Indiana

HAMILTON'S HOT PACE

Pittsburgher Has Sold 350 Machines This Season and About 200 Sidecars

PITTSBURGH, Pa.—S. C. Hamilton, 5817 Penn Ave., E. E., has just delivered eight new Harley-Davidsons to the local police department, making sixteen machines of that make in use by the squad. The eight machines, although stock, tested 70 to 75 miles an hour right out of the crate.

Hamilton reports that he has sold 350 Harley-Davidsons so far this season, and 200 sidecars, with excellent prospects for continuing the pace. The war has had practically no effect upon Hamilton's motorcycle sales. A branch of the Home Defense League has been formed with fifty motorcyclists and regular drills are held Tuesday and Friday nights.

ADDS DAYTON MOTOR BICYCLE

WADSWORTH, Ohio.—A. G. Durling, manager of the Durling Cycle Shop, has added the Dayton Motor Bicycle to his line. He has been very successful with selling motorcycles and bicycles, but judging from his sales the first two days he will eclipse all records with the new line.

NOVEL SIGNS FOR DENVER DEALER

DENVER, Colo., July. 27.—The Pettee Cycle Company, 423 Sixteenth street, this city, has just erected in different parts of Denver some very atractive signboards which are attracting a great deal of attention. In the center of the signs is a large picture of Frank Kramer on a bicycle dressed ready for a race. The sign also calls attention to the fact that the Pettee people are agents for the Pierce bicycle. The signs of the bicycle concern's signboards are painted in color and can be seen for some little distance. This is the biggest advertising campaign that has been staged in Denver for some time back.

MESSENGERS ARE DAYTON-EQUIPPED

DAYTON, Ohio.—W. J. Teubner, who sells the Dayton Motor Bicycle, in its home city, is doing his part in giving service to customers of the Western Union Telegraph Company. He has equipped the messenger boys with Dayton motor bicycles.

SWENSON ENTERTAINS GUESTS

PROVIDENCE, R. I., July 21.—B. A. Swenson, the local Indian agent, entertained Mr. and Mrs. W. G. McCann, and Eugene Madden, of Springfield, this week. Mr. McCann is of the sales department, while Mr. Madden is of the engineers' department of the Hendee Manufacturing Co.

KLEIN SELLS COMMERCIAL OUTFITS

PHILADELPHIA, Pa., July 28.—Alexander Klein, Harley-Davidson distributor for the Quaker City, has sold three commercial outfits in one day. One went to the Autocar Company, maker of a delivery automobile, another to Maddock & Co., a department store, and the third to the Royal Electrotype Co. All were of the three-speed type, and two were twins electrically equipped, the other being a single.

HARD ON KENTUCKY DEALERS

LOUISVILLE, Ky.—No cases of violation of the State Sunday closing law on the part of motorcycle, tire or accessory dealers were charted on Sunday, July 21. On Wednesday, Rodney Schuler, of the Quick Tire Service Co., was fined $2 in a magistrate's court on a charge of keeping open on Sunday, and asked that the fine be set at $20 so that the case could be carried to a higher court. This was refused, and in the future the magistrates will keep the fines down to a point where they will cause a good deal of trouble, and at the same time make it impossible to get the case before the higher courts and fight it on the constitutionality of the old blue laws. The leading tire dealers are behind the movement, and are planning to make it practically impossible to operate profitably on Sunday.

DAY GETS A SILVER CUP

TACOMA, Wash.—Ray Day, our Indian distributor in Tacoma is proudly presenting for view the fine silver cup which he was awarded in the big interfraternal parade on the showing made by his decorated electrically equipped Indian and side car. Indian machines attached to the 7th regiment of engineers at American Lake are doing their "bit" in construction service.

HUNT TAKES "X" IN SAN JOSE

SAN JOSE, Cal.—G. H. Hunt of San Jose, and the oldest motorcycle and bicycle dealer in that city, has taken over the agency of the Excelsior. Mr. Hunt expects the light weight Excelsior to be a boomer.

STANDARD PEDALS

AND DIAMOND E

SPOKES NIPPLES

have reached the pinnacle of achievement in their respective lines. Riders and dealers have come to look upon Standard Pedals and Diamond E Spokes and Nipples as essential to the success of their pleasure or business.

Write for our literature and dealers' proposition

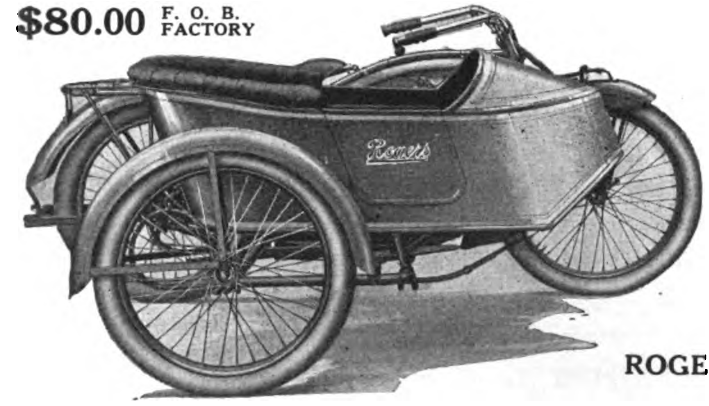
The Standard Company
TORRINGTON, CONN.

S SLIP AXLE
S SLIP AXLE

Ⓢ SLIP AXLE PEDAL

STANDARD No. 3 MOTOR CYCLE PEDAL

Model M
$80.00 F. O. B. FACTORY



Don't Be Selfish

Of course, YOU can seek out all of the beautiful places in the cool, green country, but isn't it the height of selfishness to go alone and deny someone else the pleasure you enjoy?

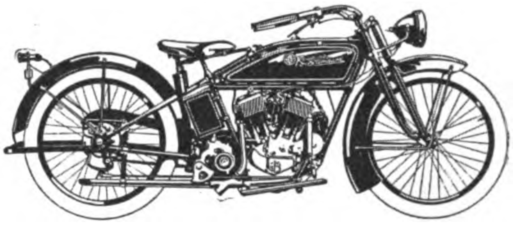
Double your own enjoyment and share it with her with the aid of a

Rogers Side by Side Car

No matter what the make or model of your motorcycle there is a Rogers Model M, the high mark of sidecar quality made to fit it. See the dealer or write today for catalog stating the make and model of your machine.

DO IT NOW

ROGERS MANUFACTURING CO. 337 West Madison St. **CHICAGO**
Irving Beck (Service Station), 68-72 E. 131st Street, N. Y.



The READING STANDARD

The day of freak designs and unsubstantiated claims for motorcycles is past.

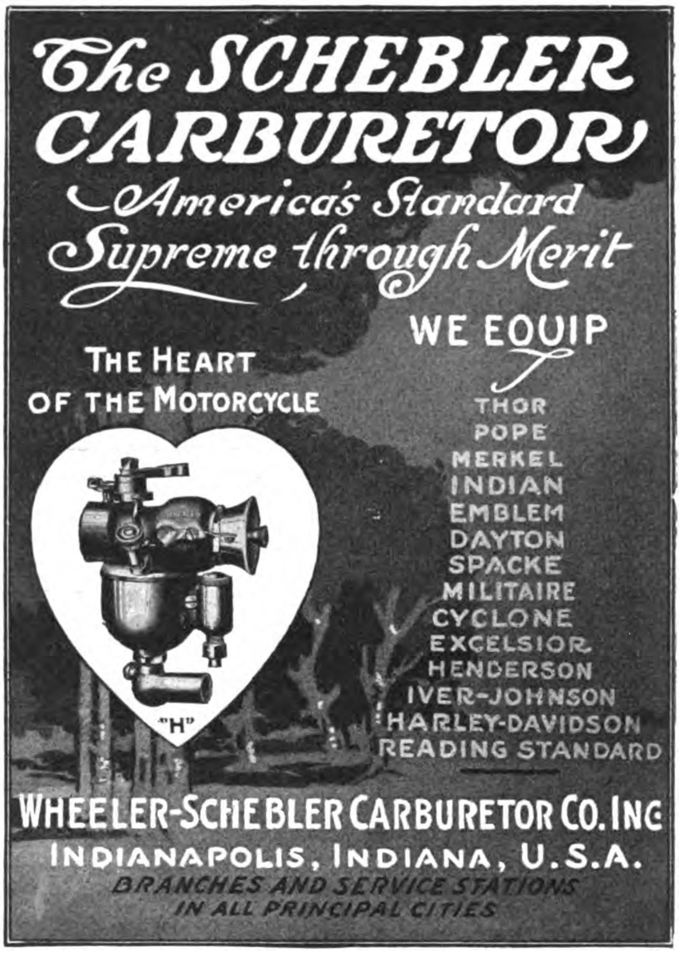
The buying public demands truth in statements and good practical service in whatever they pay their money for. That's why the sales of the Reading Standard Motorcycle are larger this season than ever before. We are offering this year the same reliable machine that we have been offering for years with the necessary refinements added to set the pace in motorcycle design.

Dealers, if you have been saddled with an agency that has been an unending source of trouble to you now is the time to throw it overboard and learn more about the possibilities offered you by the Reading Standard. Remember that the Reading Standard is built and tested in the mountains. Every machine is put to a more severe test than the average rider will ever subject it to before it leaves our hands.

Write today and get our dealers' proposition.

Send for our illustrated catalog.

Reading Standard Company
501 Water St. Reading, Pa.



The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit

THE HEART OF THE MOTORCYCLE

WE EQUIP
THOR
POPE
MERKEL
INDIAN
EMBLEM
DAYTON
SPACKE
MILITAIRE
CYCLONE
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IVER-JOHNSON
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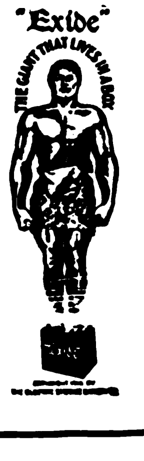
WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

"Exide"


THE GIANT THAT LIVES IN A BOX

No motorcycle is complete unless equipped for electric lighting, and—

No motorcycle electric lighting system is reliable unless backed up with a dependable battery.

"Exide" batteries have proved their ability in this service and are used by the Harley-Davidson, Reading Standard and Henderson Companies as standard equipment on their 1917 models.

THE ELECTRIC STORAGE BATTERY CO.
1888—PHILADELPHIA, PA.—1917

Boston	Atlanta	Rochester	Cleveland	Detroit	Chicago	Denver	St. Louis
New York	Washington	Pittsburgh	Minneapolis	Kansas City	San Francisco	Toronto	

WITH THE TECH. ED.

Every Rider Is Puzzled from Time to Time by Little Mechanical Problems. When You Strike One, Tell Our Technical Editor About It and Get His Advice

VALVE PULLS OUT

I FIND that the valves in two inner tubes in my rear wheel tire have pulled out while going at considerable speed. Please tell me what to do to overcome this.

New York. ALFRED BANTA, JR.

The trouble may be due to running with the tire underinflated, allowing it to creep on the rim, or to the casing not fitting close enough in the clinches of the tire. If the first is the cause, it can be cured by keeping the tires up to the proper pressure at all times. For the second, communicate with the tire company.

THE FASTEST MACHINE

PLEASE tell me the name of the fastest motorcycle in the United States at the present time, also its speed.

Baltimore, Md. A. I. ABELL.

At the present time, the Harley-Davidson ridden at Sheepshead Bay, N. Y., by Leslie Parkhurst, July 19, may be considered the fastest machine. On this machine Parkhurst covered 1,452¾ miles in 24 hours. An article on this performance will be found elsewhere in this magazine.

CORRECT DEFINITIONS

PLEASE tell me what is meant by transmission and what by gearset. It appears that the former is referred to by the agent in this city when speaking of the three-speed gear.

Brooklyn, N. Y. JOSEPH CUTBUSH.

The transmission is the means used to transmit the power of the motor to the rear wheel. This includes the front and rear drive chain, the sprockets, clutch and gearset or three-speed gear. The term "gearset" is used to denote the change-speed gear, whether it has three, two or one change of gear in it. The use of "transmission" by the agent is incorrect in referring to the three-speed gear. Automobile writers use the term in that sense, having followed the lead of bungling translators from the French in the early days of the automobile industry in this country.

GETTING AT PILOT JET

I FIND that on my 1914 Indian carburetor the motor will not run on spark. The pilot jet seems stopped up but I do not know how to get at it to clean it. When the throttle is closed the motor stops.

Dalton, Ga. BEN TEASLEY.

Underneath the pilot jet tube on your carburetor you will see a hexagon-headed plug. Unscrew this plug. This will expose the lower end of the jet; this end is slotted for a screwdriver. Insert a narrow-blade screwdriver and gently unscrew the jet. Take a straw or very fine wire and run it from the top of the jet toward the lower part or base, in order to clear the jet opening. If you use a wire it must be finer than the jet opening, otherwise you will damage the opening. The work is easy, but great force must not be used.

VALVE SET WRONG

WHEN my motor is running above 18 miles per hour, there is a curious noise in the crankcase. At higher speeds there is a slight rumble in the carburetor. The mixture seems to be all right and the valves and ignition correctly timed. The motor is a 1914 single cylinder.

New Haven Conn. YALE RIDER.

All indications point to the inlet valve opening too soon, which is caused by the wear or slip of the cam. Look to this at once and do not hesitate to get a new cam and camshaft if needed.

"NORMA" BEARINGS
(Patented)

The running of your engine—its steadiness—its power—its reliability—all may be impaired by the bearings in the magneto. There is a way to be sure—see that your magnetos are "NORMA" equipped.

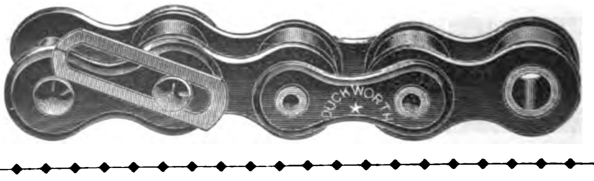
THE NORMA COMPANY OF AMERICA
1790 BROADWAY NEW YORK
BALL, ROLLER, THRUST, COMBINATION BEARINGS

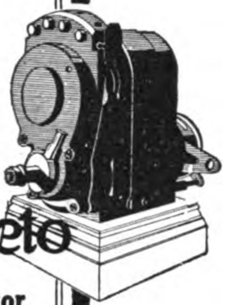
DUCKWORTH
"THE CHAIN OF EVENTS"

WHEN YOU HEAR OF A NEW MOTORCYCLE RECORD BEING MADE—WHETHER IT IS FOR ENDURANCE OR SPEED OR FOR DISTANCE YOU ARE 95 PER CENT. SAFE IN PREDICTING THAT DUCKWORTH CHAINS WERE USED. ALL RACING MEN ARE VERY FAVORABLE TO DUCKWORTHS. THEY KNOW WHY. DUCKWORTH CHAIN IS STANDARD EQUIPMENT ON THE SEVEN LEADERS OF THE MOTORCYCLE WORLD, NAMELY:—

INDIAN, POPE, HENDERSON, DAYTON, HARLEY-DAVIDSON, READING STANDARD AND EXCELSIOR.

Duckworth Chain & Mfg. Co.
Springfield, Mass.





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Does More

The
Berling Magneto

Just ask for it on your next motor
Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.

No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

Retail Price
$7.50
Complete

WALD MANUFACTURING CO.
Dept. F SHEBOYGAN, WIS.

The Neverout
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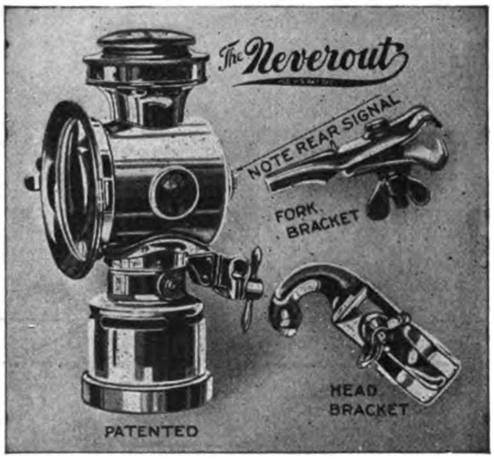
BICYCLE OIL LAMP



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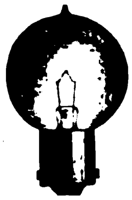
GUARANTEED TO STAY LIT
(or money refunded)
Made of best Quality brass—Cannot rust
Riveted and Clinched
FOR SALE BY LEADING DEALERS
Write today for complete description
ROSE MANUFACTURING COMPANY
833 ARCH ST. PHILADELPHIA, U. S. A.

Federal Mazda Bulbs



For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

Can be obtained from any Federal Agent or from

Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

A-K TANDEM SEAT

Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be attached in a few minutes, is strongly made, properly braced and has a convenient hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.

The Rests are of the folding type.

Complete with instructions for attaching, $7.50.

Write for leaflet giving full details.

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215-19 Englewood Ave.
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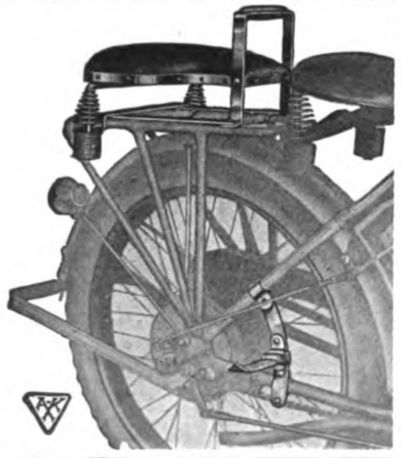

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Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

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Parts and Supplies

Also

BICYCLES and SUPPLIES

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HARLEY-DAVIDSON SERVICE CENTE

Complete Stock of Harley-Davidson Parts,
Accessories and Supplies
Expert Mechanics with Factory Experience

HARLEY-DAVIDSON SALES CO.

533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y

WE SPECIALIZE

In parts for all machines. Particularly [illegible] models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtis—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway,
Jersey City, N. J.
NOTE: Only 20 minutes from Broadway, N. Y.

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PARTS, REPAIRS AND SUPPLIES
DRISCOLL & JEANROY
289 West 126th Street, New York
Phone 3352 Morningside

OILS SUPPLIES
J. C. FOLEY
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

HARLEY - DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
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HARLEY-DAVIDSON SALES CO.
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Harley Davidson Motorcycles and Bicycles
New York Bronx Branch
533 West 110th St. Webster Ave. at 165th St.

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HARLEM DISTRIBUTER
Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
1601 PARK AVE. Tel. Harlem 2337

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2984 Boulevard, Cor. Newark Ave.
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INDIAN SERVICE STATION
All Repairs Guaranteed
959 Brook Ave., Tel. Melrose 9762
Oliver Berckhemer, Prop. V. C. Pelezzare, Mgr.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN and EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

STERN BROS. *INDIAN*
Storing, Repairing and Supplies
79th St. and Second Ave. Tel. 1933 Lenox.
Garage, 449 East 83d St.
Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

BROOKLYN

"BOB" BRAZENOR
Brooklyn Distributor
HARLEY-DAVIDSON MOTORCYCLES
1157 Bedford Ave. 504 Jamaica Ave.
Tel. Decatur 1764 Tel. Cypress 4740
Brooklyn, N. Y.

FRANK P. BAKER
BROOKLYN DISTRIBUTOR
Indian Motocycles
1060-1062 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

BEN RUDERMAN
Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan
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WINGES BROTHERS, 1315 Bushwick Avenue
Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

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INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 406J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given. Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
SERVICE STATION: 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—At bargain, one Reading-Standard motorcycle, 1916 model, run about 2,400 miles, equipped with Presto-lite and tank, speedometer, horn and tandem; fine condition; 3-speed; price $165. H. E. Fowkes, Bellaire, Ohio. R. R. No. 3.

FOR SALE—1914 Indian twin with 1915 clutch, engine just overhauled and in fine condition. Tires practically new. Have joined navy and must sell machine at once. Will sacrifice for $60. cash. A Thole, 630 Flatbush Ave., Brooklyn, N. Y.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

FOR SALE—A red Cygnet rear car. Fine condition; run less than thousand miles. Fifty dollars. J. M. Dossman, Valatie, N. Y.

FULLY equipped all-weather 1916 Powerplus Indian with Bosch magneto. Chains, saddle and lamp are new. Extra parts. $165.00; $25.00 deposit; balance C. O. D. L. E. Fowler, Loudonville, Ohio.

FOR SALE—1917 3-speed electric equipped Henderson, only two months old, a bargain, must be sold at once. G. K. Moore, 257 Telfair, Augusta, Ga.

FOR SALE—1915 Harley-Davidson and sidecar just overhauled at the H.-D. factory and fitted with new piston rings, new valves and valve springs, new chains and new magneto, cylinders re-bored. Fully equipped with lights, extra tire and tandem. Both machine and sidecar painted grey. All tires practically new. Will sell very reasonable for cash only. James Finney, P. O. Box 52, Genesee, Wis.

MISCELLANEOUS

WANTED—Sidecar for Flying Merkel, in good running condition. State lowest price and full particulars. J. Niclaus, 2070 Belmont Ave., Bronx, N. Y.

BUSINESS OPPORTUNITIES

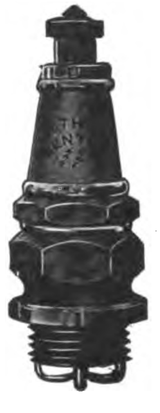
BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—One or two young fellows experienced in the Bicycle and Motorcycle Accessories line, to wait on dealers. City Supply Co., 56 Warren St., New York City.

WANTED—Experienced man to pack and ship bicycle and motorcycle accessories. Bicycle repair man preferred. City Supply Co., 56 Warren Street, New York City.



BENTON

CASE HARDENED SPARK PLUGS

are so sturdy of construction that it is almost impossible for them to get out of order or break. When next ordering try Bentons and be convinced.

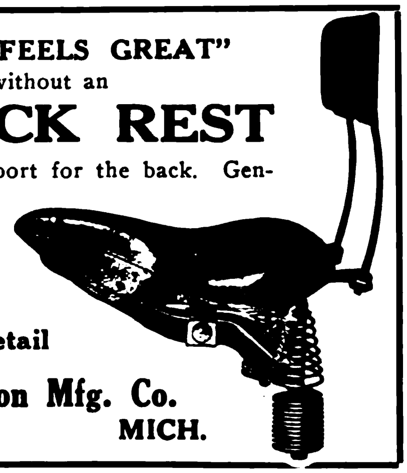
L. F. BENTON COMPANY
Vergennes, Vt.

"GEE—THAT FEELS GREAT"
No rider should do without an

F-N BACK REST

It's a wonderful support for the back. Genuine leather—spring back—adjustable as to height—has a good clamp for each make of saddle—and costs only

$2.50 Each, Retail



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DETROIT MICH.

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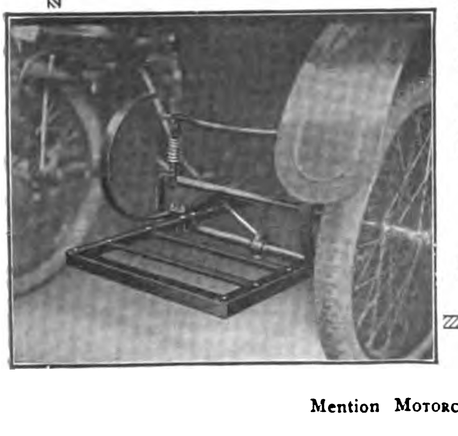

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SAFETY SHOCK ABSORBERS
Per Pair $1.00

B.R.T. LUGGAGE CARRIER
Price $2.75

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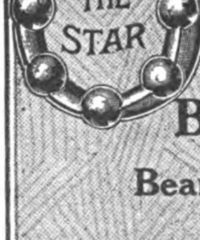
Wherever Ball Bearings are used you will find

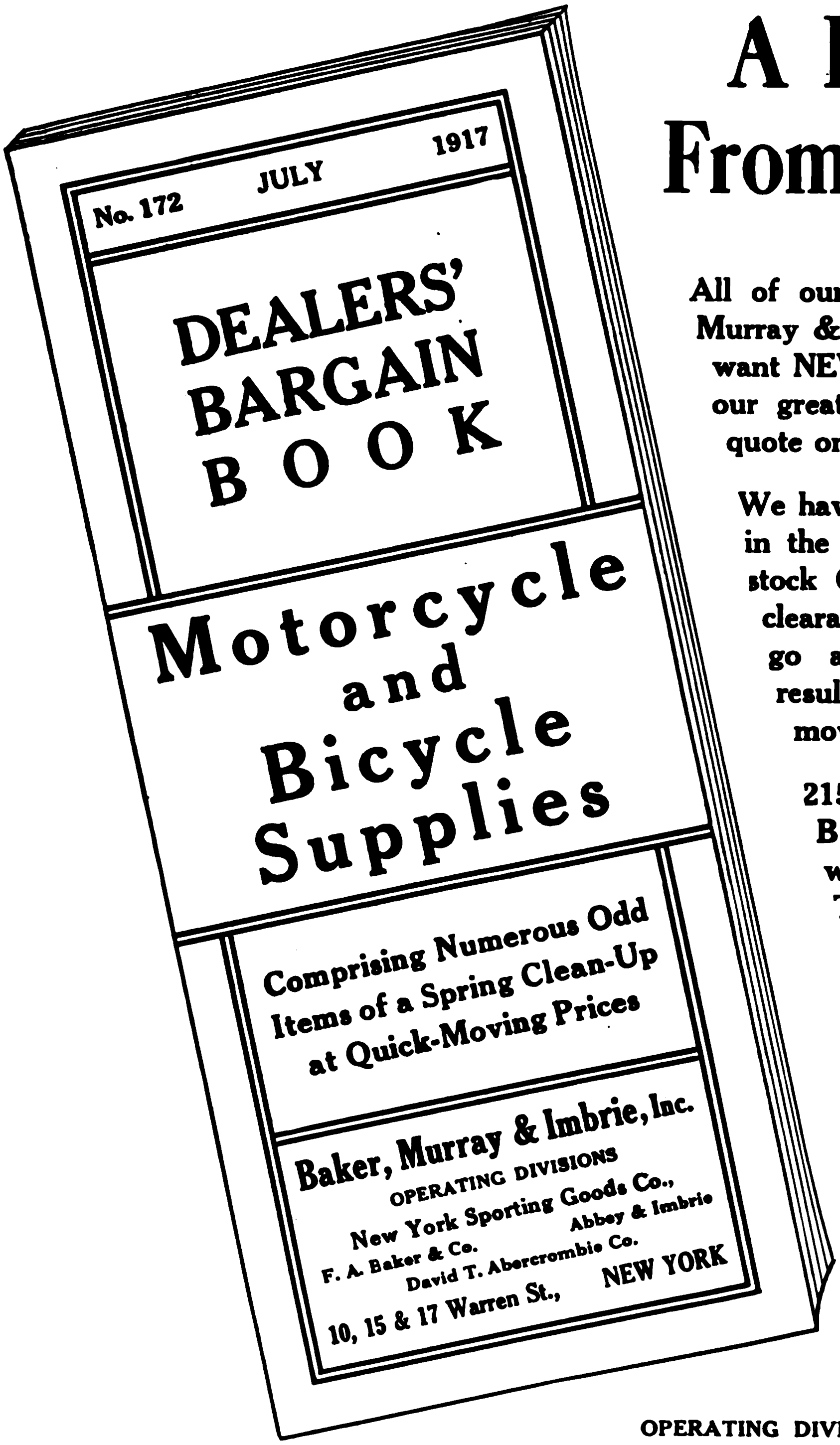


STAR
Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.

August 2 NEWS 1917

Baker, Murray & Imbrie
INC.



No. 172 JULY 1917

DEALERS' BARGAIN BOOK

Motorcycle and Bicycle Supplies

Comprising Numerous Odd Items of a Spring Clean-Up at Quick-Moving Prices

Baker, Murray & Imbrie, Inc.
OPERATING DIVISIONS
New York Sporting Goods Co.,
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David T. Abercrombie Co.
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A Bargain Book From Warren Street!

All of our regular dealers know what a Baker, Murray & Imbrie Bargain Book means! But we want NEW PEOPLE to become acquainted with our great resources which permit us to underquote on QUALITY GOODS.

We have one of the largest distributor's stocks in the United States. We have to keep this stock CLEAN. Therefore, when we start a clearance, prices aren't spared. We don't go after profits so much as a desired result — that is, keeping our goods moving.

215 items in this latest Bargain Book of ours! They point the way to a husky mid-season business. They suggest ways and means of turning over some unexpected earnings.

Wouldn't this book be a valuable thing to have on your desk? A postcard brings it by return mail.

10-15-17 Warren Street
New York

OPERATING DIVISIONS

New York Sporting Goods Co.
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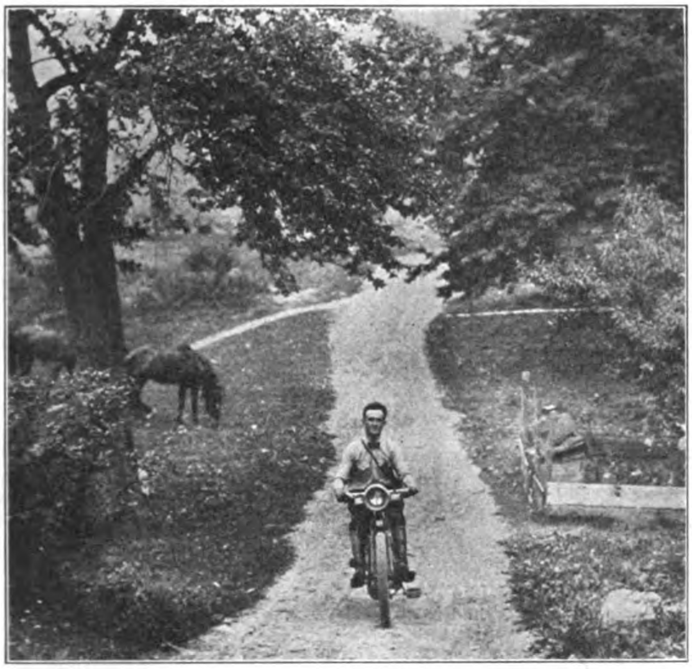

W. T. Skinner, a professional photographer of New York City, says there is no better hot weather comfort-formula than a leisurely jaunt over picturesque back country roads on his

EXCELSIOR

Every Excelsior Rider Knows This

and

EVERY EXCELSIOR RIDER KNOWS that behind the perfectly controlled, widely flexible, giant power of the EXCELSIOR is master workmanship with the best raw materials

and

EVERY EXCELSIOR RIDER KNOWS that the EXCELSIOR contains every late improvement in motorcycle design and construction

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EVERY EXCELSIOR RIDER KNOWS that new devices making for Efficiency, Economy, Comfort and Long Life are constantly being sought out from every part of the country and being applied to the EXCELSIOR in an honest endeaver to *keep* it the best machine on the market and the "Motorcycle that always Makes Good"

and

EVERY EXCELSIOR RIDER KNOWS that such trips into the wild as that which Mr. Skinner makes are enjoyed, and that they give New Life and Re-creation because they are made on the Good Old X, The Master Motorcycle.

Come on and straddle an X with the rest of the fellows; find out what real joy is.

See the dealer today or write for catalog.

Excelsior Motor Mfg. & Supply Company
3703 Cortland Street Chicago

BLUE STREAK

TRADE MARK REG. U. S. PAT. OFF.

BLUE STREAKS
GOOD YEAR
Service Station

Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.

GOODYEAR

AKRON

BLACK TREAD

Treaded for Untroubled Miles

THERE is, of course, more than one reason that leads *every* motorcycle manufacturer to specify the Goodyear Blue Streak Tire as standard original equipment.

Undoubtedly the 4-ply carcass, each ply extra heavy and skim-coated on one side to prevent fabric separation, has a powerful influence in securing this unanimous vote.

Undoubtedly much credit is due the extra wide breaker strip.

It insures a firmer union between tread and carcass, preventing tread separation, thus adding greatly to the tire's durability.

But the visibly outstanding reason for the popularity of this tire is probably neither carcass nor breaker strip.

Between the twin Blue Streaks of the sides *is the black tread—the thickest tread on any motorcycle tire.*

The deep, sharp-edged diamond-grips of the All-Weather tread seize on the skiddiest going and make it certain and safe.

Resilient, tough and strong, it armors the tire against the attacks of the road.

It assures riders untroubled miles, and surprisingly many of them.

Combined with the 4-ply carcass and the wide breaker strip, it has made the Goodyear Blue Streak standard everywhere.

The endorsement of them by motorcycle manufacturers is only one factor in the popular approval.

Amateur riders and professionals both, trouble-shunning delivery riders and thrifty merchants, all know their merit.

Dealers everywhere know that in consequence these tires are good to sell.

The tread wins favorable attention immediately and the performance of the tire makes satisfied customers certain.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON

The Clevelan

75 MILES

to the gallon

Knowledge vs Fear

Ever since war was declared the motorcycle business has been upset.

There was no reason for it but fear.

The machines were just as good as ever, and the need was just as great.

But nobody wanted to buy.

Fear made every panic the world ever knew.

Fear kills more business than hard times.

Fear that you can't sell Cleveland Lightweights has picked your pocket over and over again.

Fear that the Cleveland Lightweight wouldn't stand up and repeat has kept you from proving that it will do both.

The antidote for fear is knowledge.

The Clevelan

CLEVELAN

Lightweight

Here Are the Facts

There are more than twenty-five million men of motorcycle age in this country.

Less than three per cent of them are conscripted on the first draft. There's plenty of time before the next draft.

There can be many more drafts before the last motorcycle rider will go to war.

In the meantime get busy.

The fellow who thinks straight, fires fear and faces facts always gets the dough.

If you have lost any time since war was declared, wind up your watch now and go to it.

The Cleveland Lightweight has been on the market two years.

The first year was a good one—six hundred in one city alone.

The first six months of the second year were better than the entire first year.

The facts on which the Cleveland Lightweight is built are fundamental—good for us, good for you, good for all time.

We want some dealers who are selfish—who want money—who like to work, and who expect to arrive.

If you are not afraid, get in touch with us at once.

The Only Straight Line Worm Drive

75 Miles to the Gallon

otorcycle Mfg. Co.

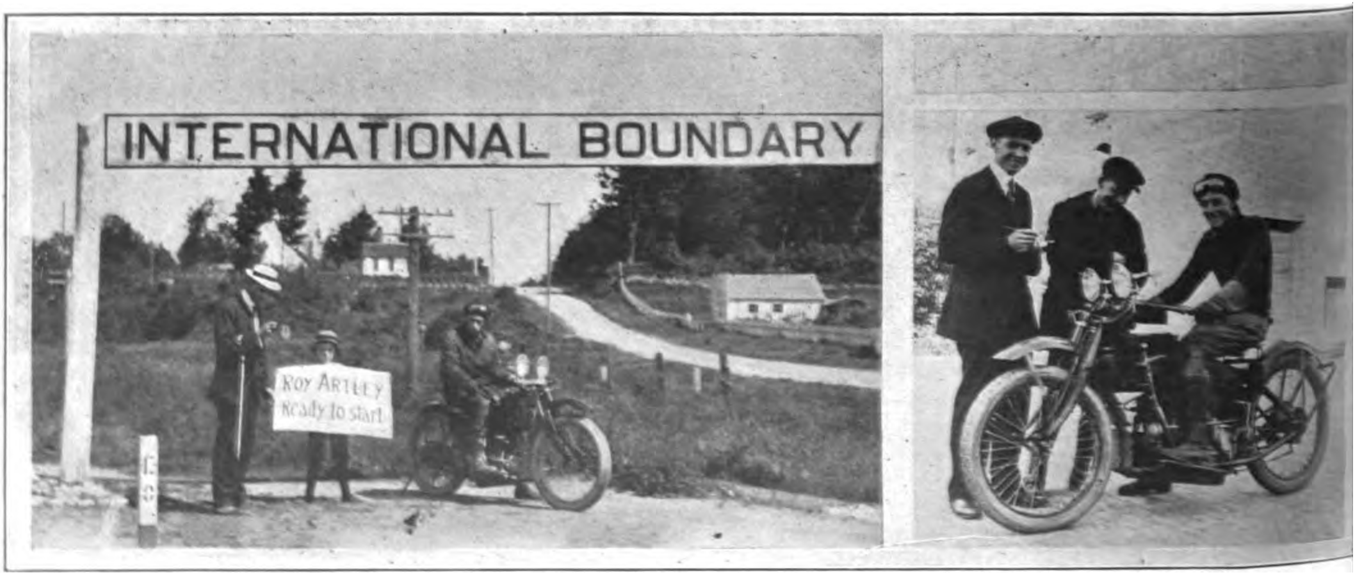
. S. A.

555 Road Mile
for Thre

A ride of 500 rough cross-country miles in a single day would in itself be an achievement to be proud of.

But in setting the new Three-Flag record, Roy Artley and his four-cylinder Henderson did this not merely once, but three days in succession.

1667 miles, from Canada to Mexico, in total elapsed time (including stops for gasoline, oil, meals and sleep) of 72 hours, 25 minutes.



in a Day—
Days in a Row!

Roads that tested rider and machine to the uttermost, with narrow, winding trails up the long, steep mountain grades, sharp turns, and unbridged streams to ford.

A course to show the stuff that man and machine were made of.

Think of the endurance of four-cylinder power that makes a machine succeed in such a merciless test of continued hard riding.

Think of the smoothness and steadiness that made it possible for the rider to go the whole route with only one brief stop for sleep, and to finish fresh and free from fatique after an uninterrupted stretch of 34¾ hours, continuous riding.

Henderson records are made under conditions such as are met in hard practical service, and are made with the same kind of machines that are sold by Henderson dealers

Henderson Motorcycle Co.

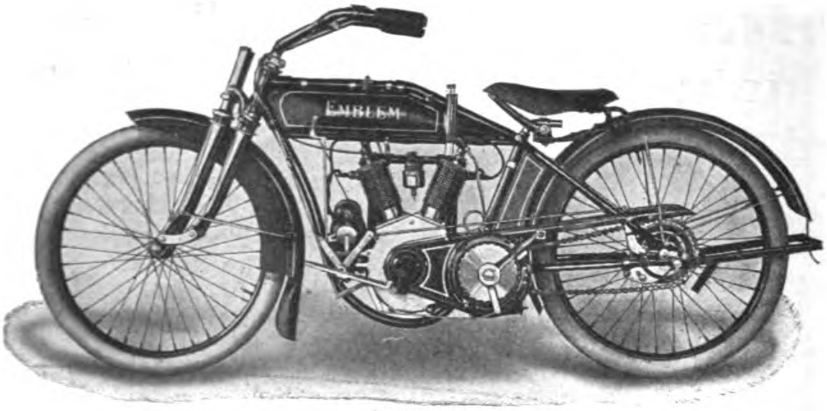
Detroit

EMBLEM BICYCLES

ARE BUILT FOR SERVICE

For progressive dealers there is no better line of bicycles than the Emblem line. They possess the accuracy of a well made watch and the sturdiness of an ocean liner.

Emblem Bicycles hold more mileage records than any bicycle made in America. They are made in America by American workmen for American people. Their sterling qualities are proven by the great number of long distance records made on them.



$175.00

THE LITTLE GIANT TWIN EMBLEM MOTORCYCLE

is the best motorcycle value in the world for the money.

Though weighing but 200 pounds it is just as strong as the larger machines weighing 350 pounds.

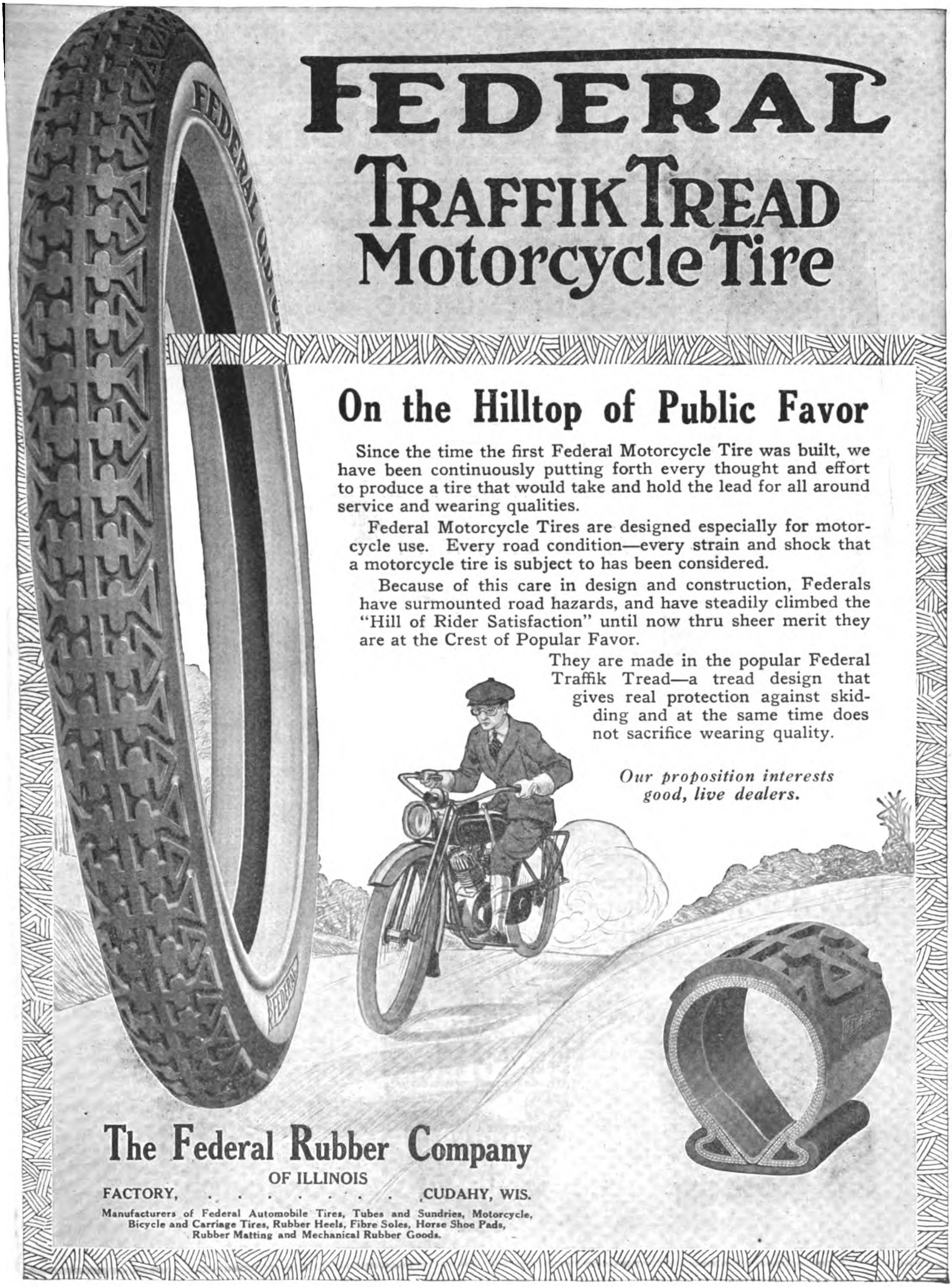
In ratio to its weight the Little Giant's 5 h. p. motor will generate more power than any other motor in existence. It will make 45 to 50 miles per hour speed which is all that many of the higher priced machines will do.

Get our handsome catalogues of bicycles and motorcycles.

EMBLEM

EMBLEM MFG. CO.
ANGOLA
N. Y.

If your dealer cannot give you information, write us direct for literature.



FEDERAL
TRAFFIK TREAD Motorcycle Tire

On the Hilltop of Public Favor

Since the time the first Federal Motorcycle Tire was built, we have been continuously putting forth every thought and effort to produce a tire that would take and hold the lead for all around service and wearing qualities.

Federal Motorcycle Tires are designed especially for motorcycle use. Every road condition—every strain and shock that a motorcycle tire is subject to has been considered.

Because of this care in design and construction, Federals have surmounted road hazards, and have steadily climbed the "Hill of Rider Satisfaction" until now thru sheer merit they are at the Crest of Popular Favor.

They are made in the popular Federal Traffik Tread—a tread design that gives real protection against skidding and at the same time does not sacrifice wearing quality.

Our proposition interests good, live dealers.

The Federal Rubber Company
OF ILLINOIS
FACTORY, ... CUDAHY, WIS.

Manufacturers of Federal Automobile Tires, Tubes and Sundries, Motorcycle, Bicycle and Carriage Tires, Rubber Heels, Fibre Soles, Horse Shoe Pads, Rubber Matting and Mechanical Rubber Goods.

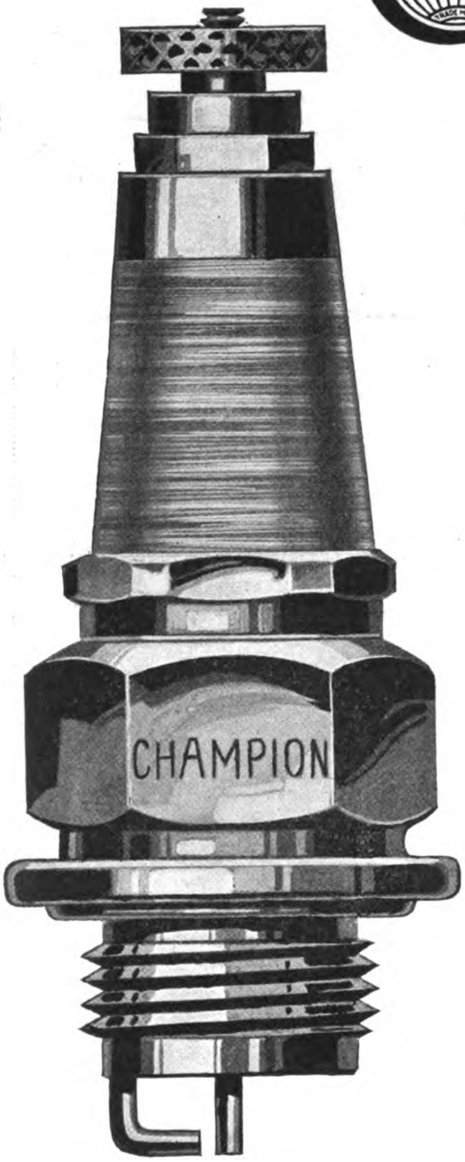
Champion Toledo

Dependable Spark Plugs

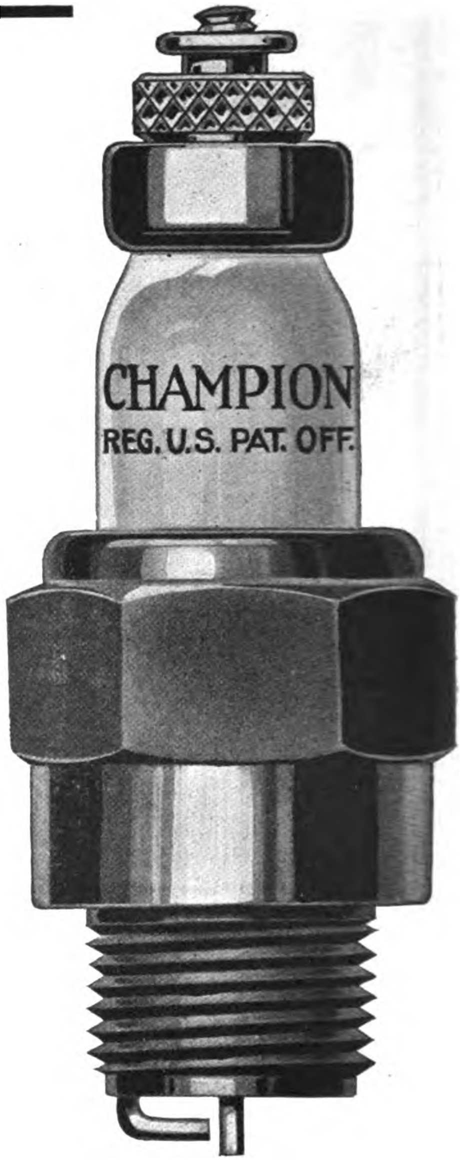
Biggest Success

Superior quality makes Champion Spark Plugs the favorite everywhere.

They stand up under the jars of countless explosions and do not miss, crack or weaken.



CHAMPION MICA
Price $1.00



CHAMPION HEAVY DUTY
Price $1.00

These machines leave their factory carrying Champion Spark Plugs as regular equipment

"Thor" Motorcycles are equipped with Champion Mica, metric plugs.
"Cleveland Lightweight" are equipped with Champion Mica, metric plugs.
"Dayton" are equipped with Champion H. D., metric plugs.
"Harley-Davidson" are equipped with Champion H. D., ⅞-18 plugs.
"Flying Merkel" are equipped with Champion H. D., metric plugs.
"Schickel" are equipped with Champion H. D., ⅞-18 plugs.
"Smith Motor Wheels" are equipped with Champion H. D., metric plugs.

Champion Spark Plug Company

1718 Upton Avenue Toledo, Ohio

ON THE LAST LAP!

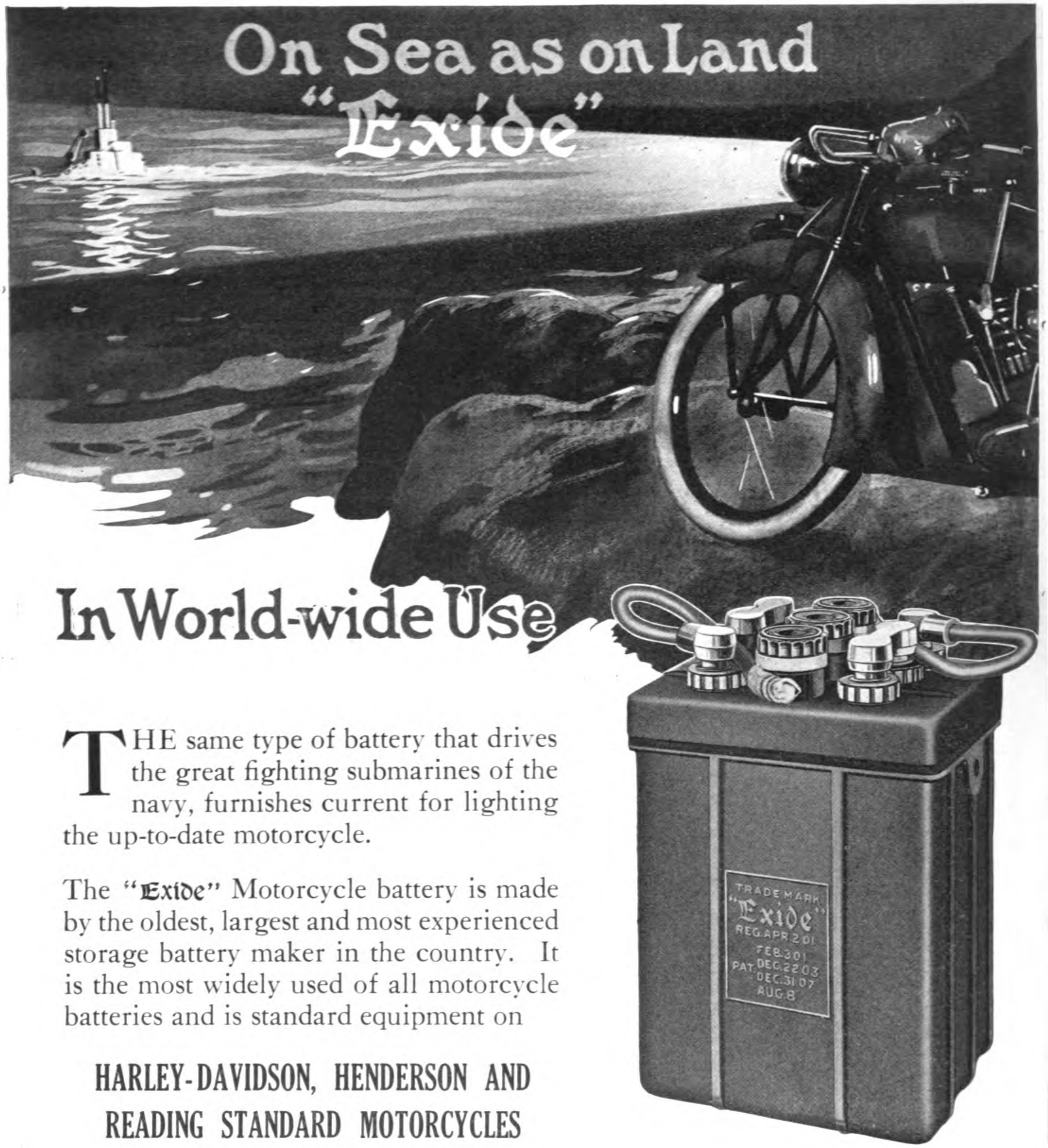
The home-stretch of the 1917 sales season finds Indian dealers with an unusually large number of late Summer orders.

These, together with the record-breaking sales of the early Spring and Summer months, is a fitting climax to an exceedingly prosperous Indian year—a marked tribute to the *proven Indian Superiority!*

Now for the final dash! Everybody on their toes for the whirlwind finish—and the hanging up of a new Indian sales record!

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.



In World-wide Use

THE same type of battery that drives the great fighting submarines of the navy, furnishes current for lighting the up-to-date motorcycle.

The "**Exide**" Motorcycle battery is made by the oldest, largest and most experienced storage battery maker in the country. It is the most widely used of all motorcycle batteries and is standard equipment on

HARLEY-DAVIDSON, HENDERSON AND READING STANDARD MOTORCYCLES

*Write us for the name of the nearest "**Exide**" distributor. He will give you full details and supply your needs.*

Address our sales office nearest you

THE ELECTRIC STORAGE BATTERY CO.
1888 PHILADELPHIA, PA. 1917

New York **Boston** **Chicago** **Washington** **Denver**
San Francisco **St. Louis** **Cleveland** **Atlanta** **Pittsburgh**
Minneapolis **Kansas City** **Detroit** **Rochester** **Toronto**

A Story Based on Opportunity Well Used

With but $500 between them, two young men in Pennsylvania started in the motorcycle business a little more than six years ago. They had ability and energy, and the foresight to take on the Harley-Davidson line.

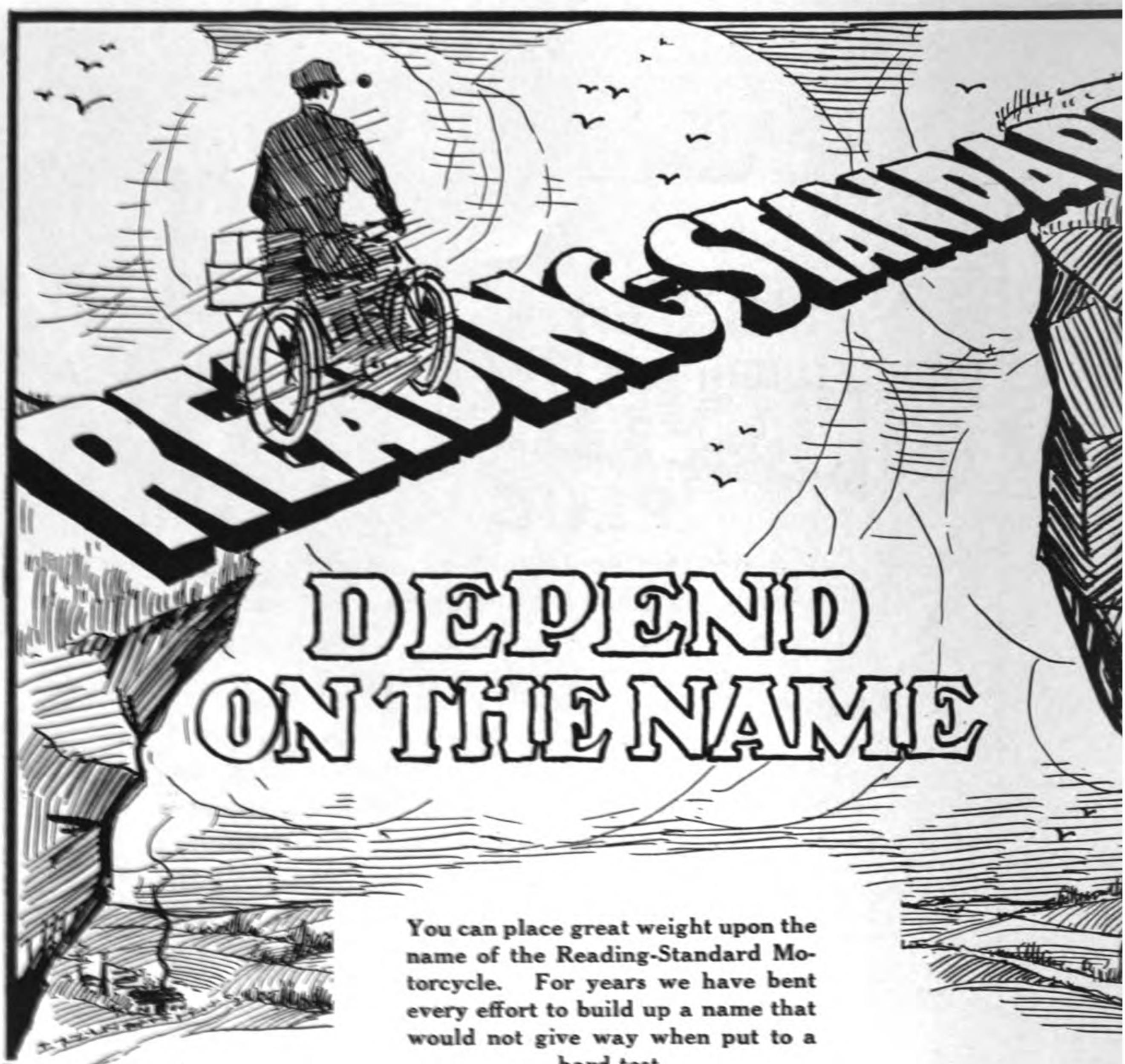
Close application to business conducted along conservative lines, careful buying and an enviable credit rating earned as the result of discounting bills regularly have put these same boys in a position where they control most of the motorcycle, bicycle, sidecar, sidevan and service business in their territory.

Their financial statement at the end of their sixth year showed their business worth $14,500, without debts or borrowed money. From $500 to $14,500 is SOME record. But you have the same opportunity. Take it before it's too late.

We will be glad to tell you the name of this firm if you ask us.

Harley-Davidson Motor Company
Milwaukee, Wis.

Manufacturers of high-grade motorcycles for more than fifteen years.



You can place great weight upon the name of the Reading-Standard Motorcycle. For years we have bent every effort to build up a name that would not give way when put to a hard test.

READING-STANDARD MOTORCYCLES GO EVERYWHERE

No hill too steep, no road too rough, no tour too long. With a Reading-Standard your vacation will be a real one. You will be independent of timetables and railroads. To learn of an unusually interesting point means that you jump astride your R-S and go there.

READING - STANDARD IS "BUILT AND TESTED IN THE MOUNTAINS"

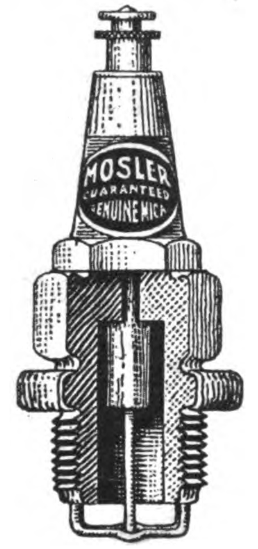
It is put through a series of hard tests before it is offered for sale. It is the embodiment of Speed, Power and Comfort.

Dealers:—Let us submit our new proposition to you. Our new equipment enables us to supply in quantity and quality the demands for the present season.

Ask your dealer to show you the Reading-Standard or send to us direct for our literature. YOU CAN DEPEND ON THE NAME.

READING-STANDARD COMPANY

501 Water St. **Reading, Pa., U. S. A.**



Sectional View of Vesuvius Plug

MOSLER VESUVIUS PLUG

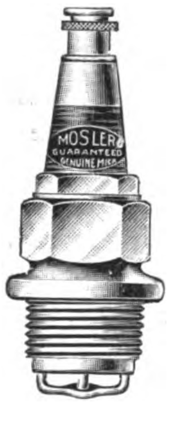
"The Indestructible Plug"

Sectional View Mosler VESUVIUS Motorcycle Plug

Showing exceptional size of air chamber

The only way to eliminate spark plug carbonization, the bugbear of all motorcyclists, is to get a plug with a large, deep air chamber.

The air chamber eliminates carbon because it provides an *air cushion* around the electrodes which stops anything but air and burned gases—always free of carbon—from getting in contact with the shell or electrodes, so that carbon or soot cannot accumulate and "short" the plug. The Mosler Vesuvius Mica has the largest air chamber of any plug on the market today—look at the sectional view above—see for yourself.



Illustrated in 7/8" size.
Made in
7/8" A. L. A. M.
Metric
1/2" Standard

Here's a Plug with a Punch!

Built to deliver the right kind of a spark every time. Our sales and advertising policy—our dealer helps—are on a par with the plug itself—up to the minute in efficiency. Dealers—get in touch with us.

Guaranteed to outlast the Motor

Price $1.00 each

A. R. Mosler & Co., New York, U. S. A.

ATLANTIC CITY

FROM Convention to Convention, through lean years and fat, right from the time that the great American two-wheeler first made its bow to the public, the manufacture of Columbia Bicycles has gone steadily on.

To the veterans of the trade, the Columbia is an institution—always in the lead for substantial progress—guided by conservatism and high purpose—backed by solid dependability and honesty.

So the Columbia nameplate is accepted as the pledge of excellent quality and of real worth—not only to the man in the street, but to the man on the inside; the man who is in a position to *know*.

Today, bicycle dealers follow the admonition to "hitch your wagon to a star" by very practically tying up their business with the Columbia nameplate.

They realize that the investment of their money in Columbia bicycles is much akin to the purchase of gold bonds.

And, from a hard, business point of view, they know that the Columbia nameplate brings them both profits and prestige.

Westfield Manufacturing Company

DEPARTMENT 11

WESTFIELD MASSACHUSETTS

Makers of the Pope Motorcycle

FOR THE RIDER

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

MOTORCYCLE AND BICYCLE ILLUSTRATED

NEW YORK

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising Editorial
H. A. WILLIAMS, Adv. Mgr. J. H. DONEHUE, Editor
G. H. JOHANSON E. F. HALLOCK, Assoc. Editor
H. P. FOX, Service Dept.

FOR THE TRADE

DEALER-MOTORCYCLE
Motorcycle

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 AUGUST 9, 1917 No. 32

Broader Cycle Campaign Planned for Coming Year

Recommendations of United Cycle Trade Directorate Emphasize Importance of Strengthening Dealer as Means of Direct Contact with Public; Provide for Publication of Monthly Dealers' Paper and Employment of Trade Missionaries; Funds Needed Are Estimated at $60,000

IN view of the fact that the official recommendations of the United Cycle Trade Directorate for the continuance of its national upbuilding campaign during the coming year rank in importance above any other phase of the report submitted to the cycle industries at the Atlantic City convention, those recommendations are here given precedence. The report of the Directors, Treasurers' report and formal review of the year's work will be found on succeeding pages. The suggestions for the conduct of the Directorate's plans, and for the broadening of their scope, in the ensuing year are given below in full.

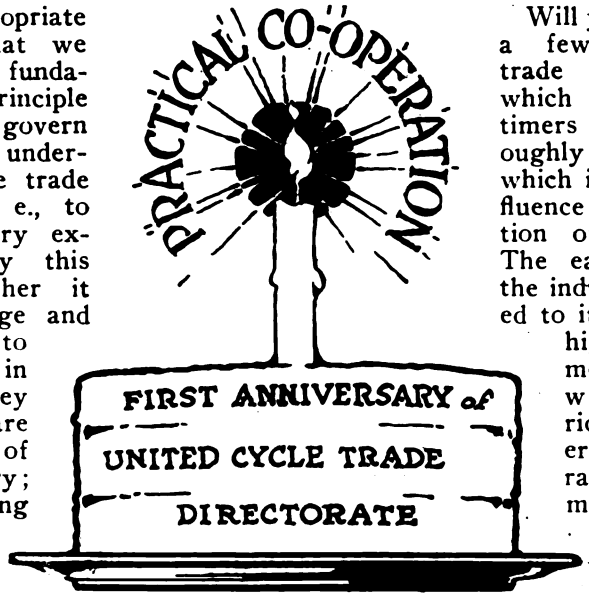
IT is reasonable to assume that those who have been entrusted with the conduct of the United Cycle Trade Directorate work during its first year and have given a great deal of time and thought to it, with the experience so gained, should be in position to recommend plans for the future which could be, at least, the basis for consideration and whatever changes their successors might feel were necessary.

Because it is felt that there is not complete familiarity by every one in the trade with the purpose of the work, it is presented here in argumentative form.

It is appropriate to state what we feel is the fundamental principle which should govern any work undertaken by the trade at large, i. e., to measure every expenditure by this rule — whether it will encourage and assist others to give more in effort or money to the welfare and progress of the industry; and in carrying it out to see that the conditions require the others to bear the larger burden; to avoid taking interest in any work which involves a direct financial contribution to be disbursed by others.

In the opinion of this Board, the most needful thing to put the cycle trade in a position where it will enjoy the largest volume this country can consume is to strengthen and build up the weak unit in the trade structure.

Will you bear with a few words of trade history with which all the old timers are thoroughly familiar, but which is of vital influence in the formation of our plan? The early days of the industry attracted to it a peculiarly high type of men, and this was true of rider and dealer alike; in our rapid development and through our boom period the



"If you are interested in your business read every word of these reports"—J. P. Fogarty

retailing of bicycles reached possibilities and proportions which then attracted and developed competent and high-grade dealers. But this situation was destined for a radical change, owing to the unusual conditions which existed, the details of which you are familiar with, and, being beside the point, are unnecessary to set out here.

Slump Accompanies Readjustment

When our readjustment period set in and the slump developed, and, because of these conditions, continued for a very long period—approximately ten years—it resulted in the industry losing probably the vast majority of its most competent retailers; not all, of course, for we have held many dealers who are as capable merchants as can be found in most lines. It left in the field, however, a larger proportion of our weaker members and, with the meager years which followed and the change of consumer conditions, a large part of our retail trade consisted of half-trained mechanics, with a desire not to work too hard for an easy living. Possessing a monkey-wrench and screw-driver, they opened a bicycle repair shop. Under such conditions the trade existed for some years. It was with this material that the growth of the past ten years was accomplished and on this rests our hope for the future. Now, we hold that the larger field of usefulness of the bicycle can chiefly and most easily and effectively be realized through the training and upbuilding of the dealers now interested in the trade.

This period resulted in the development of a condition the correction of which we feel to be of great importance, especially to manufacturers, but making also for more sound and stable conditions all through the industry, i. e., the almost complete dependence upon the jobber by the trade, both manufacturer and dealer.

Retail Field Demoralized

This was a logical result of the unusual conditions the industry faced. It was hard to find a dealer whom a conservative credit man would trust with $100 overnight; and consequently the manufacturers' field was restricted to the jobber. Fortunately, we have escaped any great evils resulting, but all interests—manufacturers, jobbers and dealers—will be better off with normal conditions prevailing, furnishing the proper checks upon one another. The present world conditions are a vivid illustration of the abuse of power; it breeds its own evils.

Certainly the jobber and his customer will thrive best if their desires are fulfilled through service, and their ambitions balanced by justice. In no sense is this detrimental to the interests of the jobber. He renders an economic service in the industry which permits him to fear less than any the future and its changes. Many manufacturers are wholly dependent upon him for distribution, and the dealers always will find him the chief source of supply. But it is wholesome and wise that, where conditions warrant it or make it necessary, it should be possible to market through the dealer.

In no sense can our plan be considered in the light of something we are doing for the sake of the dealer. It is being done for our own sake; it results from an enlightened self interest, which recognizes the intimate relation existing between the prosperity and well-being of related branches of any trade. It is the opposite of that now thoroughly discarded business law—"Caveat Emptor." This is trite; you recognize and act upon it in your own business and the argument is made that it is only through your own individual organizations that this work should be done. In this your Board strongly disagrees; while realizing that this individual work should and will be continued, we hold that your men and organizations are handicapped and ill-fitted to do it with the degree of efficiency with which the trade at large can do it.

Suggest Federal Cycle Trade Board

What we suggest is a Federal Cycle Trade Board. Consider it in contrast with the National Department of Agriculture; we have our individual commercial concerns for all its various needs, local agricultural associations as well as State and National, all interested in and partaking of the work of the national department, and yet how utterly impossible would be the accomplishment of the great work of the national department through any possible effort of the separate interested parties. Your entire institution, and especially your sales department, is above everything else interested in the profitable sale of your goods. Of necessity, only incidentally can they give time and attention to the many phases of dealer improvement work. And even when they do, it is only their own dealers who receive attention.

You will not deny the great value to you of having the other fellow's dealers strong, competent factors in the local trade. It's like depending upon parents to educate their own children. They are vitally interested, yes, but we would not go back to that method even though we felt safe about our own; and we realize our own are the better for our present plan. It is the substitution of an organized, systematic body of experts, highly efficient specialists, doing what you all recognize is of vital importance to your own business. This you now try to accomplish incidentally through men who are trained to sell your merchandise, instead of having it done chiefly by men who are especially trained for it and whose work it is to do nothing else.

How much credit would one of your salesmen receive by showing how efficient he had made the dealers in his territory? He would be told emphatically that increases in salary and promotion came through increased sales. His chief interest in orders *and our complete interest is the creation of a consumer contact structure*—the efficient dealer—which will produce maximum orders under the best possible conditions; an aggressive, efficient, prosperous dealer. Your interest in this is vital whether you sell the anti-rust roofing paint that goes on the frame, or whether you sell your product to the dealer direct.

Dealer Training Is Essential

We appreciate that the consumer is our objective, but we feel that it is through our only point of consumer contact that our effort for a larger business must be exerted. The dealer must be trained to sell his product. He can reach our prospects more effectively and at less cost than we can in any other way, and we believe he can be brought to do so.

No plan of national publicity can possibly be as fruitful. There is little similarity between our problem and that of other trades who are doing work along this line. Cement, lumber, citrus fruit, electricity, our entire population needs them. But the prospects for our products are strictly limited. If we are to be limited in the size of our funds to a modest amount, as we feel sure we must be, the waste in a plan of this kind would be enormous. It would help but little to sell the father and mother of a boy the idea of a bicycle; but if you can teach the dealer to sell the idea to the boy, your sale is made. Not only that, but you have made him capable of selling another, and so *ad infinitum.*

This in no sense is a criticism of national advertising for your product. You carry this on for the need of impressing the consumer, but probably more for the sake of selling the dealer on your product. This you have got to do, but you do not have to sell the dealer his business, and we believe you positively cannot sell him that which he and his business needs through national advertising, except possibly at a cost far beyond that through our plan.

Disadvantages of National Advertising

The national advertising plan has many disadvantages. You spend your fund in what seems to be the most effective way, and then you are through. It is our theory that for every dollar we spend we encourage the dealer to spend five, and in addition we provide a central office and a corps of specialists who can be used to guide your salesmen and inspire them with enthusiastic interest in their business. This starts in motion an energy and effort, the value of which cannot be computed. Through our plan there is a personal dealer contact, bringing a concerted co-operation from him which cannot possibly be secured through any national advertising.

We secure a newspaper co-operation of thousands of papers through the local dealer —impossible otherwise. Magazines and newspapers and many other interests, as shown by our report, will respond to a call from the trade at large, which they cannot with propriety do to individual concerns. The cost of reaching your isolated prospects in a population of one hundred million, instead of teaching 20,000 dealers and getting them to reach those prospects, is, we feel, a proportion of at least 20 to 1.

The national advertising idea is an effort to force upon him from outside an increased business which he is not equipped to make the most of, instead of working from the inside of his store out.

Marty Stokes tells of more than one friend wanting a bicycle and, knowing Stokes was interested in the industry, inquiring where he could get one. The idea was sold to the prospect but the dealer had not sold himself. What a beautiful chance for the "slip twixt the cup and the lip"! No need for anyone to inquire where he can buy a Victrola. National advertising sold the idea, you say? Yes, and they see to it that they secure live, aggressive advertising dealers and, if it is contemplated approximating the Victor advertising appropriation, we will gladly alter our stand.

Should magazine advertising in any important proportion be given consideration in any future work, we strongly recommend that at least three prominent advertising experts be called in to advise as to the merit of our case.

The Proposed Dealer Campaign

What work would we do with the dealer? The publication monthly of a dealer's paper, mailed free to the complete list of dealers in the United States; this to carry articles stimulating, encouraging and enthusiastic of the industry; playing up the various seasonal opportunities; practical articles covering all phases of dealer activity, storekeeping, repair shop, windows, bookkeeping, banking, sales methods, riding clubs, why certain classes should use the bicycle; complete stories of successful methods employed by other dealers; arguments for maintenance of fair prices; encouraging display advertising, listing our free advertising matter; encouraging and advising how to run races—the list is unending and includes all the activities enumerated elsewhere.

Would it prove effective? We believe it would. Our 1917 campaign has proven overwhelmingly the value and results absolutely certain from such effort. In fact, the results reported are practically due entirely to our "Million Bicycles Bulletin" and the trade paper assistance we received, as we were forced to wholly confine our efforts to these means.

Again, we would assist the dealer through the use of traveling men, whose work would be visiting all dealers in towns of importance to the trade. The vital need for this work was made clearly evident through the year, and the great power of it was demonstrated by our own personal contact with numbers of dealers at the shows last year. After we briefly presented our plan, some of the dealers viewed with suspicion what looked at first like a charitable offer; but when our proposition was explained all of them were keen and enthusiastic over it. This we have found to be one of our difficulties during the year in approaching the dealer chiefly through the printed word. Most of them are human and suspicious and indifferent to anything smacking of paternalism. To overcome this and secure their hearty and earnest co-operation, field workers are a vital necessity.

Show-Visiting Dealer Best

True, the type of dealer who attended the shows was of the best; the one who needs assistance the least and through whom the progress of recent years has been made. But we must realize that he is already equipped to use most efficiently the co-operation we can furnish; he is the first to respond, the most useful to our purpose and largely through him have our results of this year been accomplished.

Our travelers' first duty would be to acquaint the dealer with the true co-operative quality of the work we are doing; its vital importance to him, and how thoroughly and completely it is his enterprise; to organize local dealers' associations, to make a survey of the bicycle possibilities of the community, reporting to the local dealers' association or the individual dealer if unable to get them to work together; to give practical suggestions, and even make actual sales to prove the dealer can accomplish the results he finds possible; to encourage the dealer in local newspaper display advertising, continuous if possible; if not, to concentrate on special seasonal drives—all dealers joining; to visit the local newspapers, soliciting their co-operation, securing special bicycle pages, partly reading notices, and secure promises of use of reading notices all the while; to analyze the dealer's store, suggesting and helping with improvements of window, store and shop; advising in methods, installing proper bookkeeping systems; advising as to credits with reference to both sides of the dealer's ledger; securing local banks' acceptance for discount of installment sales notes; encourage racing, and explain how to conduct them—often probably working certain territory from a central point and laying out a series of races, and be the guiding hand in conducting them; securing the local paper publicity, etc.; and then picking the best fitted dealer to keep it up; showing the use and value of trade helps furnished by manufacturers and jobbers; in fact, teaching and assisting in anything which will improve the dealer's business.

Keeping Headquarters Posted

He would report to headquarters fully on local conditions, the names of dealers, those most usable for certain activities and so, as the work continues, giving us a force and power far beyond the scope of the finest possible aggregation of individual effort.

The missionaries would also co-operate with all salesmen selling the dealer. Our representatives would call upon all concerns selling the dealer direct, attend salesmen's conventions, explaining fully the purpose of our work, the value of it to their own success; endeavoring to secure their close co-operation, inspiring them with enthusiasm for their business.

We aim to continue preparing and furnishing free for use by the dealer, as we did this year, mats and electros—also plated with complete advertising copy, using competent artists and copywriters to enable the dealer to receive the greatest return on his own investment.

We will also prepare and furnish in all their variations free reading notices, and plan to secure through fiction writers and magazines—especially the boys' magazines—news and trade papers and allied interests, even though remote, all the publicity and interest in the industry possible.

Then we need a racing bureau to encourage races, investigate and check promoters, and even promote amateur races, but only where and through some one else who will continue the work, clearing the prizes donated, etc.

If you will again read over the schedule of work, you will agree that it is enough to give definite and far-reaching results though it will increase and broaden rather than grow less as the campaign develops.

Analyzing the Costs

The estimated budget that will be required to cover the work for the coming year, if the campaign herein outlined is approved, is as follows:

Manager	$4,500
Salaries of 5 field men @ $3,000	15,000
Traveling expense of same	7,500
Press agent	3,000
Correspondent	2,000
Stenographers, clerk	3,500
Bulletin, 12 months and mailing	9,000
Advertising material	2,500
Lantern slides	1,000
Traveling expense, rent, furniture, stationery, etc.	4,500
Express, postage, incidentals	2,500
Contingencies	5,000
Total	$60,000

As to methods of raising the funds, in our judgment there is only one perfect plan—the valve proposition—and another too obvious to mention. To attempt to continue on the basis of voluntary contributions as was done this year we believe is impossible.

The Cycle Trade Directorate

Representing the Parts Manufacturers—Daniel F. Printz, President; Louis Schwab, Treasurer; DeWitt Page.

Representing the Bicycle Manufacturers—Harry S. Wise, Col. George Pope, John P. Fogarty.

Representing the Jobbers—Frederic A. Baker, Keyser Fry, J. W. Grady.

Manager—Walter Rinck.

Headquarters—373 Broadway, New York City.

Directors' Report Traces Growth of Big Idea

Cycle Directorate Board Reviews Consistent Progress Made During Year to Concentrate All Trade Energies Upon National Advancement of the Bicycle; Remarkable Results Achieved the Country Over with Comparatively Small Expenditures Presage Still Greater Returns from Systematic Continuance of the Work

ANNUAL REPORT

THE report of the Directors under whose guidance the bicycle-boosting operations of the United Cycle Trade Directorate were carried on during the past year is especially interesting as an exposition of the thoroughness and sincerity with which all the various phases of the national plans were considered. This report stands as a modest record of hard work and unselfish devotion to the ideals of the organization, and of a committee of the Directorate, has prepared it in such a way as to throw the fullest possible light not only upon the actual decisions of the Board but upon the influences by which it was guided.

THE author has heard so many claims to fatherhood of this movement (and to make it unanimous makes one himself), that is evidently the flowering of a growing sentiment, and so we will begin with the actual establishment of work.

At the August convention, 1915, a plea was made that the trade establish a promotion committee to stimulate in every way possible the use and sale of bicycles. No definite action resulted until at the luncheon in New York in January, 1916, it was again brought up, with the result that the Million Bicycles Committee was named, consisting of Messrs. C. F. Olin, Chairman, H. S. Quine and F. I. Willis, Treas. This committee set out to demonstrate that the trade and conditions in the market were such that this work was sorely needed and would bring rich returns. Much credit is due this committee for the enthusiasm with which they undertook this arduous task in the common good, in addition to their regular duties.

Our Dealers' Bulletin was started and two numbers were mailed to 1,400 dealers. Bicycle Day was initiated and many towns and cities were awakened to the realization that the bicycle was still a live factor in our life. Amateur races were encouraged and supported, dealers were stimulated to use liberal display space in newspaper advertising and illustrations and prepared copy were furnished gratis; reading notices were used, window dressing contests carried on, etc. The eagerness shown by the dealer to make the most of this encouragement and assistance, and the success he found with his effort, furnished ample proof that this work, backed in a big broad manner and continued over a period of years would establish our industry in size and strength comparable only to the old boom days, but with a safe and permanent foundation.

Lack of Funds a Handicap

This committee, however, was seriously handicapped by a lack of funds, by lack of broad co-operation from the trade, due to the unavoidable personal identification with the work and the failure to grasp the opportunity to make it absolutely a common cause, its establishment being hurried and the trade not thoroughly canvassed and their support definitely secured. Before passing the work of the present year, recognition should be given to the fact that were it not for the enthusiastic labors of Mr. Olin the present effort would probably not have been made. For the financial details of the Million Bicycles Committee see the treasurer's report.

At the 1916 convention a committee was appointed by the Cycle Parts and Accessories Association to interview the Bicycle Manufacturers' Association and the National Association of Bicycle Jobbers to learn whether they were ready to join in a common effort to raise a large fund for the prosecution of this work on a big, broad scale, making it truly a national movement and representative of the entire cycle trade. This received the hearty and thorough approval of these allied associations; and, in reviewing the year in its financial aspect and the support the board received, it is interesting to note that at the Cycle Parts and Accessories Association meeting, which the writer attended, there were no protests, none willing to voice their doubts of our being able to raise the fund suggested—namely, $80,000 to $90,000. Representatives of our largest companies, who must certainly have realized that such an effort must include hearty co-operation on their part, permitted this action to be taken unanimously and later acted as though they were free of responsibility for it.

Thus the Cycle Parts and Accessories Association held the leadership in continuing the work, though the fact should not be lost sight of that it was the courageous, foresighted action of the Bicycle Manufacturers' Association in pledging themselves for a definite sum for each bicycle sold, and an assured support from them of from $15,000 to $20,000 for the work, that gave substance, stability and prospects to this enterprise. Thus it was the Bicycle Manufacturers' Association that we have heard scoffed and jeered in years past for lack of cohesion and any trace of co-operation that has shown the way and made good in a work which is abreast of the most modern commercial methods of the time in this country.

FOR DEALERS

Whether you count this work a success or

DEALER
Ship another car load
MANUFACTURER

not, and whatever vicissitudes their association may have, their action in this work shows they have reached a plane of action from which they will never recede.

Pursuant to the action of the three associations, confirmed by the joint meeting of the convention, a conference was called in New York which met on September 14, 1916. Invitations to be present were sent to about forty of the most representative concerns in the trade for th purpose of considering in more detail the plans for the work and organizing.

Mr. Printz was elected chairman and C. F. Olin, secretary. Present: Messrs. Pope, Fogarty, Wise, Fry, Grady, Baker, Hawthorne, Schweinert, Page, Olin, Harris, Wainwright, Schwab. The meeting discussed many phases of the work and was enthusiastic and hopeful.

Process of Organization

It was decided to make up our committee by selecting three members from each association. It was felt that representation in proportion to the amount contributed had little value compared to the selection of a body that could use the funds and guide the work to produce the greatest possible results. While the bulk of our funds was expected from the Cycle Parts and Accessories Association and in addition to the pledge of the Bicycle Manufacturers' Association already made, a smaller amount from the jobbers than the others, it was felt,—in view of the close contact the jobbers and some of the bicycle manufacturers have with the dealers —that this would give us the advantage of their expert knowledge and also enable us to secure the general co-operation of their sales force in our work. Our plan was, of course, to secure this from all jobbers and all those manufacturers of bicycles or bicycle material who maintained direct dealer contact.

It was decided then that the president of each association should name two other members as directors. To enable us to secure a full attendance at meetings, which were planned to be held at least monthly, it was thought wise to select members who were able to reach New York without too great a sacrifice of their own time. It was the sense of the meeting that only executives of their companies should be named. Accordingly, the men named by President Fry were Messrs. Baker and Grady; by President Wise, Messrs. Pope and Fogarty; and by President Printz, Messrs. Page and Schwab. The meeting then was constituted as the first meeting of the board. Mr. C. F. Olin was elected to act as secretary, and Mr. Schwab was elected treasurer. A finance committee was appointed, consisting of Messrs. Schwab, Wise and Grady. With instructions to draft a definite set of plans and suggestions for the year's work and report at the next meeting, a sales promotion committee was named, consisting of Messrs. Harry S. Quine, Charles F. Olin and Horace Huffman.

It was decided that, in the necessary absence of any director, it was desirable that he designate an associate of his to substitute for him. The name chosen for the board was United Cycle Trade Directorate.

A meeting of the board was held at Hotel Astor, October 9, 1916. Present: Messrs. Printz, Grady, Fry, Fogarty, Baker, Wise and Olin representing Mr. Page. The important business for consideration at this meeting was the report of the sales promotion committee. This was thoroughly discussed and was approved and adopted as given below.

SALES PROMOTION REPORT

			Expended
Estimated administrative expenses....		$10,000.00	$3,723.47
Salary, secretary			
Stenographer			
Clerk			
Traveling expense, rent............			
Furniture, stationery, etc...........			
Salaries of field men...............		7,000.00	....
Traveling expense, eleven months....		5,500.00	....
Window trim (10,000)......	$4,000.00	16,080.00	20,183.29
Cutout 3.000 each of two kinds	8,000.00		
Cards, 10,000 ea. of ten designs	4,080.00		
Electros and matrices...............		1,250.00	1,744.97
Bulletin, eleven months and mailing..		8,500.00	4,620.44
Lantern slides, 3,000 of three kinds, including mailing		2,160.00	262.53
Christmas campaign expenses........		1,000.00	Absorbed
1916 deficit		4,000.00	3,214.14
Express, postage, incidentals.........		4,510.00	1,218.67
San Francisco Show................		....	377.44
Bicycle Week contests..............		....	344.20
Miscellaneous printing		....	1,155.78
		$60,000.00	$36,844.93

As haste was necessary if we were to receive the display material called for in time for use at the proper season, Mr. Olin was authorized to place the order for the amount and designs as recommended. In view of the very rapid advance that was taking place in the cost of paper it was decided that we purchase at once a sufficient amount for the 11 issues contemplated. As a special Christmas campaign was planned, on which work would have to begin at once to be in season, $1,000 was appropriated for this. Thus already our total definite obligations were $29,580, of which only the printing and mailing of the Bulletin was subject to possible forced shrinkage. This was made up as follows:

	Appropriated		Spent
Window trim	$4,000	$16,080	$20,183.29
Cut-outs	8,000		
Cards	4,080		
Bulletin	8,500		4,620.44
Christmas campaign	1,000		Absorbed
1916 deficit	4,000		3,213.14
	$29,580		$28,017.87

The finance committee reported that the list they had prepared of the prospects and the amount of subscriptions we would request showed a total of $73,000. Of course, this was "blue sky" stuff, and yet every effort had been made to keep it conservative.

The Chicago Show Meeting

Our next meeting was held during the Chicago Show. Present: Messrs. Printz, Wise, Fogarty, Grady, Pope, Fry, Schwab and Secretary Olin. After consideration of a manager, Mr. Walter Rinck, of South Orange, N. J., was selected.

Mr. Schwab offered to put at the disposal of the board at a nominal rental any necessary space for offices at 373 Broadway, New York. As the location was very suitable, and as it made it possible for one member to be in constant touch with the details of the work at the least sacrifice, this offer was gladly accepted.

The show management had generously put an attractive space at our disposal in which we displayed the originals of material which we had decided would be furnished the dealers during this year. This was the first opportunity most of our directors had to get into direct touch with the dealers and learn of their attitude toward our plans. When our purpose was clearly understod by them, they were keen and enthusiastic for it. This attitude toward our work furnished a real stimulus to our interest in it.

Immediately following the Chicago Show our office was opened, as befits a new enterprise, in a very modest way. Our total expenditure for furniture and fixtures for the year was $681.23.

The first work of the office was to send to every dealer in the Eastern States an urgent invitation to attend the New York show and get acquainted with the U. C. T. D. We offered to look after the hotel accommodations for them, etc., and invited them to apply to us for admission tickets and buttons. Nine hundred requests for admission were handled.

The following week the New York Show was held, where we duplicated the exhibit made at Chicago, and which again demonstrated that the Eastern dealer also realized fully the value of our plan to his business. Two hundred and sixty-seven dealers registered at our booth and requested to be put on our mailing list. This was the first opportunity for our new manager to get into direct touch with the practical details of his office.

At the show a meeting of bicycle dealers was called and steps taken to form a National Cycle Dealers' Association. This meeting was well attended and the men were thoroughly interested, indicating the possibility of giving the dealer the advantage of concerted and united action in a larger way even than their community dealers' associations.

In order that decisive action could be taken between the meetings of the board an executive committee was appointed consisting of Messrs. Printz, Baker and Schwab.

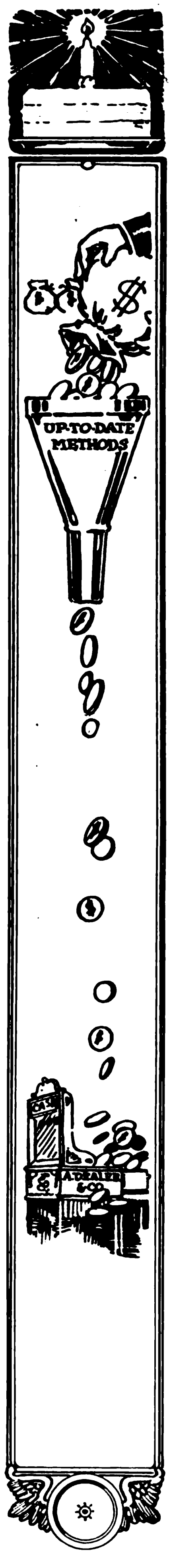
In response to the sentiment of the trade that it would be wise and just for the various interests participating in the National Motorcycle & Bicycle Shows to be represented on the show committee, it was decided to request that the directorate be represented and Mr. Schwab was instructed to serve.

Valve Proposition Outlined

A meeting of the directors was held at the show. Present: President, D. F. Printz, presiding; treasurer, Louis Schwab; directors, Messrs. Fogarty, Grady, Fry; Secretary Olin and Manager Rinck; also Messrs. Schweinert and Myers representing the Schrader Co.

At the meeting a consultation was held with the representatives of A. Schrader's Son in reference to the valve proposition. They proved very willing to perform the necessary work that would devolve upon them. Their legal representative advised that, while our valve plan was entirely proper and legal, it might be wise to present our entire proposition, with this as our future plan, to the Federal Trade Commission for their inspection and approval. This was to avoid any question arising during its consideration and possible adoption of the legal status of the idea.

Accordingly, a committee was appointed to visit Washington for this purpose, consisting of Messrs. Printz, Pope and Schwab. This committee later in the month laid our complete plan before the Federal Trade Commission. After a thorough discussion and exposition of it we were informed that not only was our plan entirely within the law, but that the commission would gladly render us any assistance they could, the commission having been created for just this purpose. By the way, the writer's ideal is the development of the U. C. T. D. to exactly similar activities.



An invitation was received asking the directorate to join in financing the proposed six-day bicycle race in Chicago. This we felt obliged to decline. It was the majority opinion that while professional racing was stimulating, and of real benefit to the trade, any joint action was impossible as there was no real common interest between such race promoters and an organization such as ours. The professional promoter's interest is entirely confined to the gate receipts, the use of bicycles being only incidental in staging his spectacle; if wheel-barrows or baby carriages would answer his purpose he would probably not use the wheel. We recognized that the individual manufacturers might with profit to themselves take an interest in such matters in view of their close control of their actions, but decided that for us to become involved in matters of this kind was exceedingly unwise.

Anent Amateur Cycle Racing

Of course amateur racing has an entirely different aspect. Such races are conducted either purely through love of the sport or also with the consideration of the returns possible through the trade. We are interested even in the holding of professional racing, and legitimately can take means to encourage it, but strictly keeping in mind the fundamental principle governing our work; it is our function to spend our funds to encourage others to spend time and money in furthering the interest of the trade, but not to join with them in any substantial manner in their endeavors.

This same question was later brought up in reference to a crisis in the affairs of the Velodrome, in Newark, and the executive committee declined to become interested,—in line with this previous action.

It is appropriate to report here the San Francisco Show and six-day race, in view of the similar conditions, though coming up some months later. This was also handled by the executive committee.

We received a request from the northern California trade that we make an appropriation to be used by them for the bicycle show planned to be held in connection with the six-day race. The committee felt that this came under the same restrictions as the matters above, but in view of the limited time allowed us for decision and the lack of frequent personal contact with the coast trade, that adverse action might be misconstrued, resulting in their feeling that we intended to ignore them, especially as conditions indicated that it would not be wise to employ field men and so enable us to send an active worker to the coast. We decided to wire them the use of not over $500, provided, however, that it be used only in specific publicity for the bicycle. It was so used, $377.44 being spent and added just so much and only that to the publicity the local trade and papers gave this event.

Some months later the B. M. A. referred to us, suggesting favorable action with a request from the Southern California Trade Association for $500 to support their dealer promotion work. This was brought up before a board meeting and decided adversely. It was pointed out that unless we intended to become simply a central distributing office all such requests must be refused, and that our action in reference to the northern California matter be made the exception which proved the rule; also that this section had and would receive all through the year the same consideration given the rest of the country, both in our general work as well as the Racing Fund.

For us interest in the California trade is identical with that of Maine, and there is no ground for the presumption that it will not receive its full share of our attention and funds. In fact, as one section is more productive than another so would it receive a larger share of our efforts, as our desire is results for the trade at large, regardless of whether it is Texas or North Dakota.

Had we acceded to this request every local association would have been justified in insisting on our making a contribution to their work. Only on the grounds that a national organization is incapable of doing the work to the best advantage and that it must be done by sectional, State or local associations, would such action be justified. Pardon the repetition, but this illustrates widely the fundamental principle governing our work,—our funds should be used to encourage and assist just such efforts, but we should not make a direct monetary contribution.

After this came the few weeks of organizing our little corps, getting the hand of things, "finding" themselves in the new work. Difficulties were met with, but taking hold where the previous committee left off and so beginning anew, we were inspired by the idealism of the work, and it was not long before real work began to flow through our office.

The next meeting of the Directors was held at our office on January 11, 1917. Present: Directors, Messrs. Wise, Pope, Fogarty, Fry, Baker, Grady and Schwab, also Manager Rinck and Messrs. Quine, Hoffman, Wainwright and Henry.

Plans for Bicycle Week

It was decided at this meeting that we inaugurate a campaign to celebrate a National Bicycle Week. The dates of April 28 to May 5 were selected, as this program should be at the height of the spring selling season and with Memorial Day about one month later would permit the dealer to follow it up soon after with a special effort devoted to races.

Our Canadian friends, having become thoroughly interested and enthusiastic over our plans, had inquired whether there was some feasible way for them to take advantage of our efforts. The board felt that while we were very much interested in that trade and would like to include them in our complete plan, that as no provisions had been made for this, there also being a number of special conditions to be considered and as they had not solicited the matter on any such basis, it was decided that we furnish them at our cost whatever quantity of our material they could use, provided their work was conducted through joint effort.

The next meeting of the board was held at our office on March 27. Present: Messrs. Printz, Schwab, Grady, Fogarty, Wise and Manager Rinck. No matter of unusual importance was brought up at this meeting, our usual routine business being conducted. Let us take this opportunity to make clear that our meetings have not been cut-and-dried affairs. Almost every meeting has taken at least the usual business day, conditions and the progress of the work being thoroughly gone over.

The next meeting was held on April 25. Present: Messrs. Printz, Schwab, Fogarty, Grady, Fry, Baker, Pope and Manager Rinck.

Manager Rinck reported concerning the large cut-outs that the manufacturers were pressing for shipping instructions and that some special effort should be made to move them. The plan had been originally that they would be loaned for a few weeks to dealers asking for them and then forwarded for like use to others, but the demand being so limited those who did ask for them are still in possession. It was decided that it was no longer wise to offer them free of charge, but that we try to push their sale at $3 for one and $5 for the pair, and that the salesmen of jobbers and manufacturers be offered a commission of 25 cents each on all sold.

Bicycles and Moving Pictures

The board having fallen heir to a bicycle scenario, it was decided that it was not advisable at this time to undertake the expense of staging that scenario or another, but the manager was instructed to get in touch with makers of moving picture films in New York and use all possible influence to get them to use more bicycles in their products.

The next meeting was held June 29. Present: Messrs. Printz, Fogarty, Grady, Schwab, Olin (representing Mr. Page), and Manager Rinck.

The treasurer reported on the action taken by the tire manufacturers and was instructed to continue his efforts for a more favorable decision regarding a contribution for the present year.

In view of the fact that the motorcycle and bicycle manufacturers had decided not to hold the proposed national shows, our representative was instructed to vote to cancel the contracts for both shows.

At this meeting the matter of the southern California trade request was brought up.

Consideration was given to the report to be made to the Atlantic City convention in August, and instructions were given regarding it; also to our recommendations for the work in the future.

It was decided that we try to come prepared at our next meeting to suggest ways and means of raising our funds in future.

A Peek at the Finances With Treasurer Louis Schwab

The Trade Response to Call for Funds Was Big, But a More Adequate Financial Arrangement Is the Crying Present Need If the Work of the Directorate Is to Carry on in Fitting Fashion; Tire Makers Turn Down Recommended Plan to Raise Funds by Tax on Tire Values; the Receipts and Expenditures of the Directorate Analyzed

SINCERE hopes that the assembled cycle industry will see fit to continue the work of the United Trade Directorate, and seeing fit, will lay plans for adequate financing of the work for at least three years ahead, are expressed in the financial report submitted by Treasurer Louis Schwab. That as a whole, the industry responded freely and generously to the appeal of the directorate for funds with which to carry out its promotion work, but that the injustices of the voluntary contribution method of assessing the trade and the necessity of supplanting it by a more remunerative and at the same time a perfectly just plan for raising the funds for the good work are the high spots in the Treasurer's report.

IN submitting to you the first annual report of the Treasury of the United Cycle Trade Directorate, I realize it is not my function to criticize, and I am in no mind to do so, but I do feel it my duty to place before you the experience for the year of this office.

In these days of volunteering and conscription it seems appropriate that I begin my report with whatever recognition we attach to those who volunteer. True, with many, tardiness in volunteering signifies no lack of patriotism or willingness to serve, but we do recognize a difference; so here's to our volunteers, though they be but few.

Regardless of whatever misunderstandings and mistakes occurred in the work of the original committee, I feel that high honor should be given them for their efforts and contributions. As you know, those who chiefly bore this burden were The New Departure Manufacturing Company and the Goodyear Tire and Rubber Company. The treasurer of the Million Bicycles Committee turned over to your treasurer his complete file, and the statement lists the data for 1916.

Bicycle Makers Lauded

With reference to the help given the United Cycle Trade Directorate; first and foremost stands the Bicycle Manufacturers Association—the Stalwarts to-day of the industry, capable of seeing visions and possessing the courage and confidence to stick, trying to make them come true. Without them this proposition would have died aborning; they furnished that assurance and backbone necessary to give vitality to our work from the very beginning. Nothing that happened was so encouraging as knowing that a nickel was dropped into the box every time a bicycle crate was marked. Whether the U. C. T. D. lives or dies, here's long life to the Bicycle Manufacturers' Association. The first contribution received was from R. W. Sampson; our other voluntary contributors being *Motorcycling and Bicycling, Bicycling World,* A. B. Coffman, Diamond Chain and Manufacturing Company and Hoover Steel Ball Company.

At our first directors' meeting a Finance Committee was appointed. This committee decided that the only way we could possibly raise the fund expected was to name the amount each concern should contribute, this to be in proportion to their interest in the industry and the benefit they would derive from our work. With some we found it fair to revise our estimate; an encouraging number met our request, but with more we took what we could get. We saw at once the unfairness of this condition and the great difficulty of continuing it year after year. In considering ways and means to avoid this, the idea was advanced of securing our funds indirectly; somewhat the way our United States Internal Revenue is collected. A plan which seemed feasible and fair was suggested, and so the treasurer was authorized to solicit contributions for this year with the condition that in future other methods would be used for raising funds.

While the Million Bicycles Committee at Atlantic City, last August, had recommended the use this year of $80,000 to $90,000, which report the joint meeting had approved and adopted, our sales promotion committee, in its report to the board, recommended a campaign calling for $60,000, which was approved and which set the mark for your treasury to reach.

The Chicago Show, in November, was our first opportunity to get in direct touch with the trade after the adoption of our plan. The prompt and favorable response made by almost all those interviewed and the widespread interest and enthusiasm shown both at our space and at the meeting there encouraged the hope that my task would not prove very difficult. The New York Show followed soon after and further substantial progress was made toward reaching our goal.

INK
FUNDS OF UNITED CYCLE TRADES DIRECTORATE

At our Board meeting there, a decision was reached regarding our fiscal plan for the future. This plan was to have all the bicycle tire manufacturers agree to pay A. Schrader's Son, Inc., 2½ cents on each tire valve purchased—Schrader to turn the proceeds from this over to the United Cycle Trade Directorate. The tire makers were to add this extra sum to their valve costs, thereby clearing it from any danger of becoming a contribution, and, as the purchaser of tires would base his profit on his increased cost, this item, as certainly as is the tax on tobacco, would be borne by the consumer. It was decided that, immediately after we had the approval of the Federal Trades Commission to this as a vital part of our plan for the future, the tire manufacturers be interviewed and their consent secured to this plan. In view of the fact that they were also expected to be liberal contributors to our fund for this year, it was felt wise, and your treasurer was so instructed, to present the complete proposition to the tire companies for a definite decision, and not one at one time and the other later.

This was accordingly carried out but, through no lack of diligence of your treasurer, it was not until at a conference in Cleveland on May 22, ten of the tire companies being represented, that definite action was taken. This meeting decided to refuse to consider further the valve plan; because, in their judgment, it was not possible for the tire makers to be reimbursed through their sales and so avoid making the valve tax practically a contribution, which would result in the tire companies bearing the entire cost of the work. They agreed to meet again in two weeks, at which conference every tire maker was expected to be present, when it was planned that decisive action would be taken regarding both their participation in the present year's work and the continuance of it for 1918.

Help From Tire Makers

At this second meeting—all bicycle tire manufacturers being represented—they resolved that those present would combine in a contribution of $10,000, or one-quarter of any sum raised by the trade up to $40,000 for the work of 1918, and also specified how it should be used. Regarding the coming year, "It was further unanimously resolved that it was the sense of the meeting that, in view of the unsettled conditions of business as a whole, not only for the present, but also for the indefinite future, the program of the United Cycle Trade Directorate from now until September 1, 1917, be reduced as much as possible to conform with our views as to the scope of the work for next year. Inasmuch as expenditures to date and bills contracted are practically balanced by income paid and pledged, we will make a contribution (the amount to be decided on later) toward any deficit that may be incurred prior to September 1, 1917."

At a later meeting, after being informed by the treasurer that there would be no deficit, it was decided that the tire group should contribute $5,006 for this year, which amount we received July 25.

I am covering rather fully this experience with the tire companies, as we want you to realize we had counted heavily on them—whether with reason and justice is another matter—both for this year (expecting approximately $20,000 for them) and for the future through the valve plan.

In our search for financial support for the enterprise we solicited 265 firms identified with the cycle industry and of that number 130 responded with contributions. The list included an even dozen bicycle manufacturers of whom all responded; 116 accessory and parts makers, 73 of whom contributed; 128 jobbers gaining the support of 41; four mail order houses, none of whom could be interested and five manufacturers' agents, four of whom came with us wholeheartedly.

Few Failed to Contribute

The number of concerns who failed for one reason or another to complete their subscriptions were three. This, as we expected, is very small.

Many of our prospects were personally interviewed by various members of the board, though most of the work was done by mail, an interesting series of follow-up letters and correspondence ensuing.

I had planned to avoid the use of so weak a medium as soliciting by mail by having the traveling representatives of our most interested members interview most of our prospects personally, but this was not feasible. I am satisfied that many concerns, chiefly those who have not formed the habit of attending our meetings and shows, had they thoroughly understood our proposition would have contributed.

In my judgment if this work—however our plans may be changed—is considered worthy of continuance, that definite binding arrangements should be made to finance it for a period of not less than three years. It is unwise and very disconcerting to be constantly facing the contingency of having to bring the work to a close. Under such conditions it is difficult for anyone to give to the work that interest and hope which every enterprise requires. In the future, too, no aggressive work should be begun until a definite minimum sum has been positively assured in order to avoid the uncertainties of the hand-to-mouth existence which we put up with this year.

The longer term is necessary for a number of reasons. What would be the quality and character of work in your own business if you were constantly uncertain that it would continue beyond your fiscal year? You can appreciate the difficulty of trying to make the best use of your time and money if you are handicapped in making use of those endeavors whose effect is cumulative and not necessarily confined to bringing the greatest results immediately.

And again during a period of business depressions when the need for this work would be greatest, that panicky feeling of extreme caution which seems so thoroughly to possess us then would probably bring the work to an abrupt end if we go on the hand to mouth basis which prevailed over the past twelve months. Particularly is this true if we are to go on with the prevalent trade sentiment that participation in the work is a contribution made because we are afraid to stay out, because we are forced to do so, or because we feel it might do some good and we are getting off cheaply, instead of with a conviction that this is as safe and practical an investment as any expenditure in your business and as certain of making gratifying returns.

Future Financial Plans

It is my personal judgment that this work should not continue unless under some such plan, for as confident as I am of the wisdom of it as a business investment carried out for a reasonable period, the chance of it proving a fiasco and a loss is too great without some definite provisions for the future.

I have a feeling that in some quarters there is a sentiment that I have been too insistent and exhibiting a personal zeal out of keeping with my office. For any personal failing or faults that have crept into my work I ask your indulgence and forgiveness, assuring you my intention has been to be of service in the progress and welfare of the industry; consequently in that of your business and mine.

On the whole, however, and in the vast majority of cases I have been shown a consideration and courtesy which increases the pleasure and pride I feel in being a member of this industry.

An analysis of the financial report as of August 1 shows total receipts of $44,036.99. Of this sum $40,630.09 was raised by subscription; $134.89 was turned over by the Million Bicycles Committee; $2,069.91 was carried over from 1916 accounts, while the balance was raised from sales of cut-outs and other articles throughout the states and Canada.

The expenditures up until August 1 totaled $31,450.14, to which must be added another $5,349.79 accounts due, but not paid at that date, bringing the total expenditures up to $36,844.93 and leaving a free working balance on hand of $7,192.06.

High Cost of Window Trims

By far the largest item among the expenditures was $20,183.29 for window displays; the next largest being the cost of getting out the Million Bicycles Bulletin, which figured up to $4,620.44. Salaries totaled $2,632.98; electrotypes and matrices, $1,744.97; printing, $1,155.78; while the balance, excepting an item of $3,214.16 which went to defray the 1916 expenses of the Million Bicycles Committee, went to purchase office furniture, postage, freight and express charges, traveling charges, contest promotion, lantern slides, miscellaneous minor expenses and the promotion costs of the San Francisco cycle show.

The assets of the United Cycle Trade Directorate at the present time are $61,224.70 of which $50,000 is the estimated good will. The balance consists of furniture and equipment, $510.92; stock, comprising window cutouts, $8,851.25, show cards, $1,408.42; window trims, $429.11, and electrotypes.

A sum of $1,025 was raised by donation for the racing prize fund of which $941.69 was spent leaving a balance on hand of $83.31.

The following is a list of the subscribers to the fund:

Bicycle Manufacturers

Bicycle Manufacturers' Association.......$15,600.00

Arnold, Schwinn & Co., Chicago, Ill.
Davis Sewing Machine Co., Dayton, O.
Emblem Manufacturing Co., Angola, N. Y.
Excelsior Cycle Co., Michigan City, Ind.
Gendron Wheel Co., Toledo, O.
Great Western Mfg. Co., Laporte, Ind.
Harris Hardware Co., D. P., New York, N.Y.
Miami Cycle & Mfg. Co., Middletown, O.
Pierce Cycle Co., Buffalo, N. Y.
Reading Cycle & Mfg. Co., Reading, Pa.
Toledo Metal Wheel Co., Toledo, O.
Westfield Mfg. Co., Westfield, Mass.

Accessories and Parts Manufacturers

American Steel Tube Co., Toledo, O......	**$100.00**
American Wood Rim Co., Onaway, Mich..	**500.00**
Andrews Wire & Iron Works, Rockford, Ill.	**50.00**
Auld & Co., D. L., Columbus, O.............	**10.00**
Bean Co., The, Berea, O..................	**10.00**
Bearings Co. of America, Lancaster, Pa....	**1,000.00**
Bevin Brothers Mfg. Co., East Hampton, Conn.	**100.00**
Bridgeport Brass Co., Bridgeport, Conn...	**500.00**
Buffalo Metal Goods Co., Buffalo, N. Y...	**500.00**
Buffalo Specialty Co., Buffalo, N. Y........	**1,000.00**
Chicago Handle Bar Co., Shelby, O........	**500.00**
Corbin Screw Corp., New Britain, Conn...	**300.00**
Crosby Co., The, Buffalo, N. Y...........	**500.00**
Cycle Mfg. & Supply Co., Chicago, Ill......	**50.00**
Cyclemotor Corporation, Rochester, N. Y..	**50.00**
Diamond Chain & Mfg. Co., Indianapolis, Ind.	**1,000.00**
Eclipse Machine Co., Elmira, N. Y........	**1,500.00**
Elyria Iron & Steel Co., Cleveland, O......	**100.00**
Excelsior Steel Ball Co., Buffalo, N. Y.....	**100.00**
Forsyth Metal Goods Co., Buffalo, N. Y....	**50.00**
Hill Brass Co., N. N., East Hampton, Conn.	**25.00**
Hoover Steel Ball Co., Ann Arbor, Mich	**200.00**
Hydraulic Pressed Steel Co., Cleveland, O.	**200.00**
International Stamping Co., Chicago, Ill...	**100.00**
K. & C. Mfg. Co., Henniker, N. H..........	**250.00**
Kelly Handle Bar Dept., American Stove Co., Cleveland, O....................	**100.00**
Kennedy Car Liner & Bag Co., Shelbyville, Ind.	**25.00**
Majestic Mfg. Co., Worcester, Mass.......	**200.00**
Masury & Son, John W., Brooklyn, N. Y...	**100.00**
Messinger Mfg. Co., H. & F., New York, N. Y.	**100.00**
Morris & Bailey Steel Co., Pittsburgh, Pa.	**100.00**
Mossberg Co., Frank, Attleboro, Mass....	**100.00**
Mott Wheel Works, Utica, N. Y..........	**100.00**
National Rubber & Spec. Co., Cincinnati, O.	**25.00**
National Screw & Tack Co., Cleveland, O..	**25.00**
Nelson Mfg. Co., A., Chicago, Ill..........	**25.00**
New Departure Mfg. Co., Bristol, Conn...	**3,000.00**
New England Pressed Steel Co., Boston, Mass.	**25.00**
Noera Mfg. Co., Waterbury, Conn........	**100.00**
Palm Brothers, Cincinnati, O..............	**25.00**
Persons Mfg. Co., Worcester, Mass........	**250.00**
Peterlein, C. E., Grand Rapids, Mich......	**50.00**
Rastetter & Sons, Louis, Ft. Wayne, Ind..	**250.00**
Reading Saddle & Mfg. Co., Reading, Pa...	**100.00**
Rose Mfg. Co., Philadelphia, Pa.........	**25.00**
Schrader's Son, Inc., A., Brooklyn, N. Y....	**1,000.00**
Seiss Mfg. Co., Toledo, O................	**50.00**
Standard Co., The, Torrington, Conn......	**1,500.00**
Standard Parts Co., Cleveland, O.........	**1,000.00**
Standard Steel Tube Co., Toledo, O........	**100.00**
Stevens & Co., New York, N. Y...........	**500.00**
Superior Metal Products Co., Elyria, O....	**100.00**
Standard Roller Bearing Co., Philadelphia, Pa.	**200.00**
Tiley-Pratt Co., Essex, Conn............	**100.00**
Tire Manufacturers	**5,006.**

Tucker Wood Work Co., Sidney, O	200.00
Troxel Mfg. Co., Elyria, O	500.00
Van Cleef Brothers Co., Chicago, Ill	100.00
Wald Mfg. Co., Sheboygan, Wis	100.00
Westreich, D., New York, N. Y	25.00
Worcester Pressed Steel Co	25.00

Jobbers.

Bailey Co., James, Portland, Me.	$25.00
Baker, Murray & Imbrie, Inc., New York, N. Y.	250.00
Beckley-Ralston Co., Chicago, Ill	250.00
Buckeye Motor & Cycle Co., Akron, O.	25.00
Chicago Cycle & Supply Co., Chicago, Ill.	100.00
Colonial Rubber Specialties Co., New York, N. Y.	25.00
Cooper Rubber Co., I. J., Cincinnati, O.	25.00
Detroit Cycle Supply Co., Detroit, Mich.	50.00
Elmira Arms Co., Elmira, N. Y.	25.00
Elyea-Austell Co., Atlanta, Ga.	25.00
Fry, Keyser, Reading, Pa.	100.00
Grady & Co., J. W., Worcester, Mass.	250.00
Greiss, George H., Philadelphia, Pa.	25.00
Hall-Williams Co., Minneapolis, Minn.	25.00
Haverford Cycle Co., Philadelphia, Pa.	200.00
Hearsey Co., H. T., Indianapolis, Ind.	50.00
Hub Cycle Co., Boston, Mass.	100.00
Johnson & Meyer Co., Memphis, Tenn.	50.00
Leng's Son & Co., J. S., New York, N. Y.	50.00
Manufacturers' Supplies Co., Philadelphia, Pa.	50.00
Miller-Ecret Co., Philadelphia, Pa.	25.00
Morley-Murphy Hardware Co., Green Bay, Wis.	25.00
Olmsted Co., The, Syracuse, N. Y.	5.00
Perlman Cycle & Auto Supply Co., New York, N. Y.	50.00
Ray Co., Al, Louisvville, Ky.	25.00
Richards & Conover Hardware Co., Kansas City, Mo.	25.00
Robb, George W., Philadelphia, Pa.	25.00
Roby Co., S. B., Rochester, N. Y.	25.00
Saufley Supply Co., Kansas City, Mo.	25.00
Smith & Co., C. J., St. Paul, Minn	25.00
Spalding & Co., Syracuse, N. Y.	25.00
Strauss & Son, Joseph, Inc., Buffalo, N. Y.	100.00
Swartz, W. P., York, Pa.	25.00
Toledo Rubber Co., Toledo, O.	25.00
Union Supply Co., Toledo, O.	50.00
Utica Cycle & Supply Co., Utica, N. Y.	50.00
Vim Cycle Hardware Co., Buffalo, N. Y.	100.00
Walthour & Hood Co., Atlanta, Ga.	100.00
Westing Co., G. H., Indianapolis, Ind.	50.00
Wyeth Hardware & Mfg. Co., St. Joseph, Mo.	25.00
York Supply Co., Greenville, O.	25.00

Manufacturers' Agents

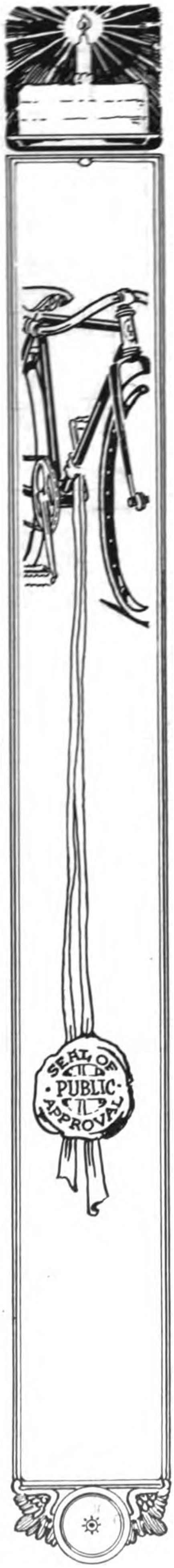
Coffman, A. B., Toledo, O.	50.00
Funke, Herbert F. L., New York, N. Y.	25.00
Hastings & Anderson, Chicago, Ill.	50.00
Pierce, F. K., Jersey City, N. J.	25.00

Trade Papers and Miscellaneous

Amana Society, The, High, Iowa	25.00
Bicycling World, New York, N. Y.	50.00
Bicycle News, New York	100.00
Motorcycle & Bicycle Illustrated, N. Y.	50.00
Motorcycling & Bicycling, Chicago, Ill.	100.00
Sampson, R. W., New York, N. Y.	100.00

Contributors in 1916

Callender, W. D., Chicago, Ill.	$75.00
Coggins & Owens, Baltimore, Md.	10.00
Crosby Co., The, Buffalo, N. Y.	90.00
Fry, Keyser, Reading, Pa.	10.00
Goodyear Tire & Rubber Co., Akron, O.	2,501.15
Goodyear Tire & Rubber Co., Akron, O.	211.29
Grady & Co., J. W., Worcester, Mass.	100.00
Great Western Mfg. Co., Laporte, Ind.	50.00
New Departure Mfg. Co., Bristol, Conn.	75.00
Troxel Mfg. Co., Elyria, O.	10.00
Tucker Wood Work Co., Sidney, O.	10.00
Total	**$3,142.44**



What Foreign Cycle Men Think of the Directorate's Achievements

THE *Motorcycle and Cycle Trader,* a conservative English trade publication, has commented favorably several times upon the work of the United Cycle Trade Directorate and in a recent number had this to say:

"Compared with what the American trade is doing, our own attitude towards trade possibilities is one of indifference, and this is not merely because we are in war time, but it applies equally to the alleged activities observable in normal conditions. Individual traders here and there are found who are always pushing for more business, but in the majority of instances men are evidently satisfied to take things as they come. If by reason of circumstances orders and jobs come in with a rush they are often more inclined to grumble than to be glad.

Canadian Trade in Line

"As for any of them anywhere attempting to get up a combined onslaught against the apathy of the non-cycling section of the public, it is never thought of."

Representative of the cycle trade throughout the Dominion of Canada have shown their approval of the Directorate's work by adopting many of its methods, and have pushed a similar upbuilding campaign vigorously, using a quantity of the Directorate display material. The Canadians are already planning a continuance of the work for next year.

An Australian trade man who visited the Directorate office recently expressed regret that conditions existing in his own country do not at present permit adoption of the plans applied here. He was enthusiastic in his approval of the broad co-operation manifested by American cycle men.

A recent visitor from India, who is an editor of a trade journal as well as an actual operator in the cycle field, expressed admiration of the thoroughness with which the boosting campaign in the United States has been carried along, and is clipping for his journal much of the helpful material appearing in the Million Bicycles Bulletin.

What Has Been Accomplished in Bicycle Exploitation

The Directorate's Report of the Work Done During the Past Several Months in Its Campaign for a Bigger Bicycle Business with a Resume of the Direct Results Attained for the Money Expended; The Lessons Learned by the Mistakes of the First Year and How They Are to Be Turned to Advantage in Bicycle Promotion Campaigns to Come

OFFICE of MGR.

MANAGER Walter Rinck, upon whose shoulders fell the greater part of the burden of putting across the United Cycle Trade Directorate campaign, and doing it in a convincing style that would sell the plan alike to the cycle trade that was spending the money and the dealer who was receiving the full benefit of the broad-gauge effort to make him get the most out of the business, has been a busy man indeed, judged by the comprehensive work report which the Directorate submits herewith. And the report, by the way, is a tribute to the energy, initiative and integrity of the Manager who has seen to it that the trade received dollar for dollar value on the nearly $40,000 *expended in exploitation of the bicycle.*

BEFORE giving in detail the result of our work, a summary in a broad way first might be in order. The activities which were to engage us were forecasted by the report of the Million Bicycles Committee last year. Your approval of it and your authorization to proceed with its fulfillment is the basis on which we began. Do not for one moment forget in your consideration of this work that it is yours, and in so far as you have failed to give it co-operation, it has handicapped us, and our results must be measured by that degree of co-operation we did receive. From our contributors we desire an attitude of holding us to strict accountability, and we hope they will not hesitate to satisfy themselves as to how we have borne our obligation.

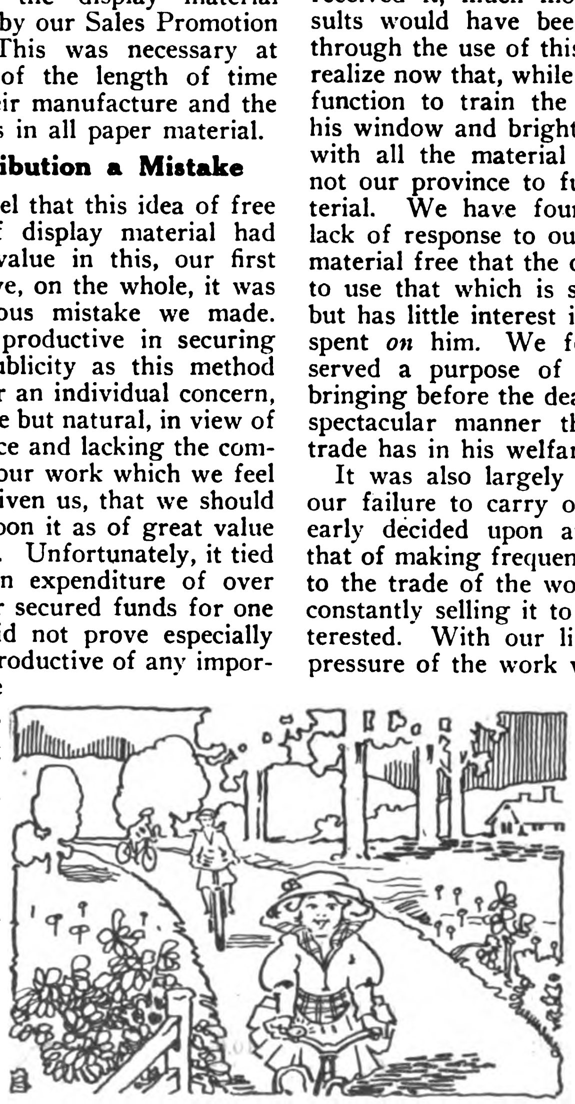
A majority of your directors have kept in contact and given close supervision to all phases of the work. It has been handled as are their own affairs. Our manager has proven capable, conscientious and devoted to the spirit and substance of the work, of the highest integrity and with an executive ability equal to the tasks put before him.

We can assure you, because we know, that the work has been absolutely free of any petty graft, loss or wastage due to indifference or carelessness, which we are all so ready to expect from public affairs.

Our first action was authorizing the contracts for the display material recommended by our Sales Promotion Committee. This was necessary at once because of the length of time needed for their manufacture and the rapid advances in all paper material.

Free Distribution a Mistake

While we feel that this idea of free distribution of display material had some special value in this, our first year, we believe, on the whole, it was the most serious mistake we made. Valuable and productive in securing the desired publicity as this method would have for an individual concern, it was therefore but natural, in view of our inexperience and lacking the comprehension of our work which we feel the year has given us, that we should have passed upon it as of great value to our purpose. Unfortunately, it tied us down to an expenditure of over one-half of our secured funds for one item, which did not prove especially successful or productive of any important tangible results. It must, however, not be lost sight of that this was not our intention, but that originally it made up but one - third of our budget. But with a conservative treasurer, its actual result was to force an elimination of much of the other work planned, in order to avoid what would have proven a serious deficit.



It is not possible to convey to you the influence this has had upon our work, curtailing seriously our staff, handicapping us for months, if we were to settle our accounts payable with checks, which we had decided we must do. It must not be overlooked that this shortage of funds lies with you and not with us, and that, had we received it, much more effective results would have been accomplished through the use of this material. We realize now that, while it is our proper function to train the dealer to trim his window and brighten up his store with all the material available, it is not our province to furnish that material. We have found, too, in the lack of response to our offers of this material free that the dealer is willing to use that which is spent *with* him, but has little interest in that which is spent *on* him. We feel that it has served a purpose of some value in bringing before the dealer in a visible, spectacular manner the interest the trade has in his welfare.

It was also largely responsible for our failure to carry out a policy we early decided upon and announced: that of making frequent direct reports to the trade of the work and thereby constantly selling it to those most interested. With our limited staff the pressure of the work with the dealer, pardonably, we feel, received your manager's first attention. We deluded ourselves with the hope that the confidence the trade would have with the men who were serving them, and that through our literature, bulletins, the

140 pages of reading notices the trade papers gave us would largely satisfy the trade that we were up and doing.

We feel, too, there has been general doubt and uncertainty regarding the value and even the efficient performance of the work we felt it wise to do. As usual, very little of this was expressed to us direct, and yet where else could your doubts be so effectively banished and any helpful criticism put to its greatest use? We feel there has been too strong a tendency to fight the thing—even though for one reason or another you had contributed—instead of that friendly, helpful spirit of co-operation which this work must have. Unless you are ready for this, fight it hard and openly.

Was the first roseate story too full of big promises, the picture too strongly painted, lacking perspective, and so we misled into expectations far beyond the possibilities of realization? "A Million Bicycles in 1916" and, perforce, postponed until 1917, when we all knew the thing was utterly impossible; and yet back of it all we still held the feeling that this work had promised to bring back the boom days right away. We heard men seriously discuss the impossibility of securing sufficient material for a "Million Bicycles in 1917." Consider it sanely —here is an enterprise—an idea until January —then a month or so of its early days of organization, with its final resources of $44,036.99 at its disposal, much of it coming in too late to be made effective use of—$20,183.29 of it used in an ineffective way and up to July 1st with a balance of receipts for all our other work of $11,538.18. Used how effectively and with what results? We deal with that in detail later.

A Comparison of Methods

To those adherents of a campaign largely confined to advertising publicity, contrast the results accomplished with the amount of space this money would have purchased in, say, the *Saturday Evening Post*—just about two pages.

We believe this proves convincingly a tremendous value in the chief phases of our work as laid up for the year and warrants its continuance as outlined in following pages. Any expectation that it will have a radical influence at once is futile. We estimate that it will take three years for its force to be apparent in substantial evidence of increased business, and that thereafter it would be a power in the trade which no one would consider doing without.

Regardless of what our thought was, what promises were held out in first exploiting the idea, is it reasonable to expect that an organization in existence but a few months, with $11,538.18 to use in really effective work, will prove a tremendous sales force when you are not happy with results achieved through matured, thoroughly established organizations of your own? In no way does this indicate impotence in the idea if carried out with real vision in a big way and with courage to see it through to completion.

It is work you do now, incidentally and in most cases largely haphazard, but transferred to a corps of specialists and experts. Under such trade leadership, co-ordinating and securing the full power of co-operation in national and community campaigns, a great increase in racing, newspaper co-operation, etc., is possible and not obtainable otherwise.

In our opinion its continuance would be the wisest, the biggest result-producing thing you can do for your business today. It is strengthening and building the foundation on which all your other work rests. Much of your other work is an attempt to take business from the other fellow. This is 100 per cent an effort to create new business.

This report is made up from data submitted to our office and gives the facts and figures showing the actual results accomplished during the year up to July 1st and is exact in its totals, with no liberties taken by estimating or rounding out by guesses, except when definitely stated.

In view of the very short time this organization has been in existence, allowing us no advantage of having our field form the habit of submitting to us the proofs of the results of our work with them and having no field staff which would be zealous in collecting it and submitting definite reports of the intangible work, it is reasonable to assume that the results are considerably in excess of those shown, but this estimate we prefer you to make for yourselves.

The bulk of our time and money was given to the following activities:

The Activities in Detail

1. Writing and publishing the *Million Bicycles Bulletin,* of which seven numbers were issued during the existence of the United Cycle Trade Directorate. During the year our mailing list increased from 12,000 to 21,000 dealers. The total number mailed was 132,000, an average of 16,500 an issue and the total cost including postage and mailing was $4,620.44, on the average of $660.66 an issue. The cost of the single copy figures out at $.035.

The benefits accruing from the publication of the *Million Bicycles Bulletin* can be judged from number of letters from dealers praising the bulletin and making plain that it is accomplishing its good work which have reached the desk of Manager Rinck.

2. Furnishing advertising electrotypes and matrices for dealers' display advertising. The total number of matrices and electros in one, two, three, four and seven column sizes sent out, all upon specific request from the dealer, was 2,907 and the estimated column-inch measure of the newspaper space used considering that each "ad" was run once was 57,555; and the estimated value of this advertising space is $16,888.75. It must be remembered that many of these ads were repeated while doubtless not a few of them made their appearance in enlarged form so that the space and value estimates are probably low. We also have on hand letters in abundance tending to prove the efficacy of the newspaper advertising campaign.

3. Promotion of National Bicycle Week, April 28-May 5. We have actually received clippings proving the use of 27,080 column inches of advertising matter used by dealers; 60,366 inches of free publicity matter or an aggregate of 379,120 agate lines of newspaper space with an approximate circulation of 1,000,000 and a total value of $34,047.50.

The three special prizes offered for dealers

rated at $10,000 or less for the best Bicycle Week advertising went to P. B. Rutan & Son, Elmira, N. Y.; H. C. Hansen & Co., Ogden, Utah, and L. Le Grande Johnson, Irvington, N. J. The prize for dealers rated at over $10,000 went to the Buckeye Motor & Cycle Co., Akron, Ohio.

Charles H. Turner, Albany, N. Y.; O'Neil-Williams Co., Greenville, S. C., and the Hafer Auto Co., Joplin, Mo., won the prizes for the best window displays during the week in the $10,000 or less rating class; the G. H. Westing Co., Indianapolis, Ind., took the window display prize in the higher rating class. Toledo took the prize for staging the "best all around Bicycle Week celebration" and pulled 12 full pages of advertising and text matter in the newspapers bearing on the subject.

All told, there were no fewer than 21 newspapers which ran special Bicycle Week sections of at least a full page of matter, while 30 towns and cities reported the staging of special cycle events during the week according to well defined plans and suggestions offered by the United Cycle Trade Directorate. These plans included road and track races, novelty races, ladies' day, riding contests with best appearance prizes, parades, guessing contests, etc.

Encouraging Cycle Racing

4. Encouraging and supervising amateur races. In this connection we have figured in the promotion of no less than 128 race meets in which 7,600 riders are reported to have participated. We have donated prizes to the number of 1,803 to the riders figuring in these meets the retail value of the prizes totaling $7,631.

The contributors to the racing prize list follow:

American Wood Rim Co., Onaway, Mich.
Baker, Murray & Imbrie, New York, N. Y.
Bicycle Mfrs. Assn.
Bicycle News, New York, N. Y.
Bicycling World, New York City.
Bridgeport Brass Co., Bridgeport, Conn.
Buffalo Specialty Co., Buffalo, N. Y.
Chicago Cycle Supply Co., Chicago, Ill.
Crosby Co., The, Buffalo, N. Y.
Diamond Chain & Mfg. Co., Indianapolis, Ind.
Dow Wire & Iron Works, Louisville, Ky.
Eclipse Machine Co., Elmira, N. Y.
Federal Rubber Co., Cudahy, Wis.
Fisk Rubber Co., Chicopee Falls, Mass.
Goodyear Tire & Rubber Co., Akron, O.
Hall Lamp Co., C. M.
Harley-Davidson Motor Co., Milwaukee.
Hawthorne Mfg. Co., Bridgeport, Conn.
Hendee Mfg. Co., Springfield, Mass.
International Stamping Co., Chicago, Ill.
L. & C. Mfg. Co., Henniker, N. H.
Kelly Handle Bar Co., Cleveland, O.
Majestic Mfg. Co., Worcester, Mass.
Mossberg Co., Frank, Attleboro, Mass.
Motorcycling & Bicycling, Chicago.
Motorcycle & Bicycle Illustrated, New York.
New Departure Mfg. Co., Bristol, Conn.
Mott Wheel Works, Utica, N. Y.
Persons Mfg. Co., Worcester, Mass.
Reading Saddle Mfg. Co., Reading, Pa.
Schrader's Son, A., Brooklyn, N. Y.
Standard Co., The, Torrington, Conn.
Stevens & Co., New York, N. Y.
Tucker Wood Work Co., Sidney, O.
United States Tire Co., New York, N. Y.
Veeder Mfg. Co., Hartford, Conn

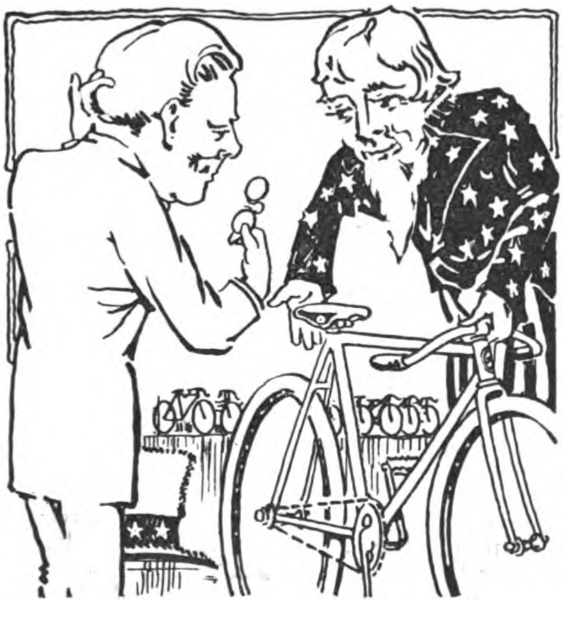
5. Assisting the dealer through correspondence, no funds for personal contact being available. In this connection 12,146 letters have been written, 132,000 bulletins distributed besides other work along this line including the distribution of window cards, trims, posters and circulars, stickers, lantern slides, cutouts to the aggregate number of 288,175 pieces of reading matter.

6. Distributing lantern slides. Eight slide designs were used and 1,250 were sent out at a total cost including distribution of $262.53. For their display in moving picture houses we estimate that dealers spent $3,200.

7. Furnishing display materials. Life size cutouts to the number of 6,000 were purchased at a cost of $10,264 including crates. Of these 1,279 were distributed gratis and 320 sold, bringing in a net return of $664.56. Show cards in sets of 10 were purchased to the number of 100,000 of which 75,000 have been distributed. The total cost of this activity including distribution costs was $6,135.29. Some 20,000 window trims were bought at a cost of $3,784 including distribution costs and 16,000 of these have been distributed to date.

About Trade Paper Work

8. General. In line with this our work with the trade papers, securing and furnishing news and reading matter to them, of which we secured a total of 140 pages, one trade paper in an allied line, for instance, has requested that we furnish one page of matter monthly which they hold at a value of $50. The magazine, *Retailing,* circulating among store managers and retailers of all kinds, ran an article on the use of the bicycle in delivery service which we furnished, so also did the *National Grocer*. The Osborne Company, publishers of art calendars, were induced to use the "Ride a Bicycle" slogan on samples of art calendars showing landscape scenes and to include in their line of monthly advertising calendars a series of bicycle advertisements. This company has a force of one hundred traveling men, covering every town in the country. We have furnished the national headquarters of the Boy Scouts copy for a pamphlet on cycling, which will circulate among Scout Masters and Boy Scouts. It contains information enabling the scout to obtain a "Merit Badge" for cycling and it is full of helpful advice and interesting data to keep alive and increase the interest of Boy Scouts in cycling.



EDITORIAL

Directorate Reports Give Bright Promise for the Future

THERE is great encouragement and the stimulus of actual achievement for every cycle dealer in the United States, and for every manufacturer of cycles or kindred products, in the first annual reports of the United Cycle Trade Directorate which appear elsewhere in this number, and it is earnestly to be hoped that they will be read and carefully digested by everyone affiliated in any way with the allied industries. Confined as they necessarily are to a businesslike recital of developments throughout the past year, the reports (with the exception of the recommendations for broadening the campaign during the coming twelve months), will convey little or no news to trade workers; but they are worthy of study as official records of the progress that has been made, not without the surmounting of obstacles, towards the fulfillment of a big idea—the nationalization of the bicycle in America.

The success of the Directorate in its initial year has not been attained without hard and conscientious work, a broad spirit of co-operation and a considerable sacrifice of personal interests by the members of the Board, and the fact that the matter of funds loomed threateningly from time to time did not simplify the situation. It required courage to trudge onward unwaveringly towards an ideal when at times some of the very men for whom the ultimate results were intended adopted an attitude of indifference or skepticism; but the work progressed, enthusiasm was maintained, steady and carefully planned efforts began to reflect themselves in the general enlivenment of the trade, and at last the Directorate and its Manager found the industry as a whole, manufacturers, jobbers and dealers, lining up solidly behind the national movement. That is the condition today, and if there is indifference still to be found here and there in the various branches of the trade it is safe to say that it will soon give way under the pressure of results which speak for themselves.

Stress has been placed in the annual reports upon the value of strengthening the dealer as the obvious point of contact between the manufacturer and the buying public, which is another way of saying, of course, that the manufacturer's strongest appeal can always be made through the men who come face to face with the market, rather than through costly national advertising campaigns or other methods which are certain to be less direct. Having the dealer constantly in mind as the "point of contact," the Directorate feels, and rightly that no reasonable expenditure will be too high for next year's work if it improves the sales ability of the dealer and thus sharpens the contact. A monthly paper, to be sent free to dealers, is recommended as one of the innovations for the coming twelve months, and it is also suggested that a staff of five field workers be selected to visit the retailers and put them in thorough accord with the national campaign. These features of the proposed program for 1917-1918 commend themselves at once, the field staff particularly. Cycle dealers are tired of being "preached at." It is difficult for them to believe that anyone sitting in an office in a remote city can direct and guide them as well as they can direct and guide themselves, but they will welcome a personal visit from a traveler who can meet them, man to man, hear their story, and offer practical suggestions.

There is the experience of 1916-1917 to build upon, backed up by the co-operation of more cycle dealers than have ever been enlisted for similar effort since the boom days, and it may be taken for granted therefore that all the recommendations offered by the Directorate are based upon the clear-cut demands of the situation; that they are the outcome of painstaking deliberations covering the whole field of operations so far developed, and upon the reports of the dealers themselves in hundreds of cities. Under the circumstances, there is little doubt that the proposed program will be approved and that the funds needed to insure its success it will be provided for on a basis of absolute certainty.

The management of "Motorcycle and Bicycle Illustrated," on this anniversary of the authorization of plans for the body, extends congratulations to the United Cycle Trade Directorate and its lieutenants and co-workers upon the highly satisfactory results achieved and to the dealers throughout the land who have had the wisdom to ally themselves with the big movement. May there be many returns of the Directorate birthday under equally encouraging conditions!

LATE NEWS

SEEK TRAINING CAMP FOR MOTORCYCLE SOLDIERS; CONTROL, WHEEL AND PLUG STANDARDS APPROVED

Standardization Committee of Motorcycle and Allied Trades Association and S. A. E. in Session at Atlantic City, Appoints Committee of Five to Place Training Camp Suggestion Before Washington Military Officials at Early Date; Further Standards to Be Considered in Chicago, August 27

By J. H. DONEHUE

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 7.—The outstanding feature of the meeting held at the Hotel Traymore yesterday by the Standardization Committee of motorcycle manufacturers and S. A. E. officials was the appointment of a committee to confer with the Washington authorities in an effort to have a Government training camp set aside exclusively for army motorcyclists.

It was the sense of the meeting that the training of riders who will be able to meet all the technical requirements of military service and at the same time do justice to their machines, is one of the most important matters now confronting the motorcycle interests of the country. It is known that England and France, and presumably the other European nations at war, have trained their motorcycle scouts and dispatch riders most painstakingly, and American army chiefs are rapidly coming around to the idea that the desired results cannot be obtained by the single-tracker divisions of our fighting forces unless every motorcyclist is given a systematic and comprehensive training course.

The committee, which is composed of T. W. Henderson, F. J. Weschler, W. S. Harley, Frank W. Schwinn and K. W. Zimmerscheid, vice-president of the Automotive Transportation Committee of the S. A. E., will visit Washington at the earliest possible date and lay before official circles there the general plan for a motorcyclists' training camp. So far as can be learned, the committee has no location in mind for the camp at this time, nor has it been definitely decided that one large camp, centrally located, will meet the requirements of the situation better than half a dozen smaller camps distributed throughout the country. It is felt, however, that these details can be quickly cleared up once the basic idea is approved by the folks at Washington.

It is not believed that it will be found necessary to employ officers of foreign motorcycle detachments to train the American riders; in all probability the course of drills, maneuvers, trials and studies will be worked out at joint conferences of motorcycle factory representatives and army officials. It is possible, however, that if the plan goes through several English and French officers of motorcycle companies, with a year or two of actual fighting experience behind them, may be invited to give lectures for the benefit of Uncle Sam's riders. It is known that there are a number of such officers in the country who will welcome an opportunity to co-operate in the training of American motorcycle forces.

In connection with the discussion relative

(Continued on page 41)

HOTEL DISPLAY OF DIRECTORATE'S WORK

Manager Rinck Arranges Novel Exhibit in the Belvidere of the Convention Hotel at Atlantic City to Visualize the Progress Made

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 7.—An exhibit that is so laid out as to show in progressive steps the work accomplished among dealers by the United Cycle Trades Directorate during the past year occupies a good part of the spacious Belvidere on the eleventh floor of the Hotel Traymore, and has been studied with keen interest by all attendants at the convention.

Reflecting much constructive thought and ingenuity on the part of Manager Walter Rinck, the display embodies clippings of newspaper advertisements used by cycle dealers, extracts from the trade press, letters offering the co-operation of trade men and newspapers throughout the country, and some striking figures, the latter showing on a cold-fact basis that for every dollar expended by the United Cycle Trades Directorate the dealers are inspired to spend hundreds. All the data prepared by Manager Rinck, and included in this interesting exhibit, goes to prove that an encouraging degree of co-operation has already been achieved, and that the helpful influences set at work will be multiplied ten times if it is found possible to continue the campaign on the broad lines which the Directorate has in mind.

In order to give the newspaper and magazine clippings and other printed matter effective display, and to make it easy for visitors to obtain a quick and at the same time comprehensive idea of what is being done, Manager Rinck has utilized a dozen folding screens on which the material is attractively arranged. On each screen some striking point concerning the operations of the Directorate among the dealers is brought out through the medium of a special decorated picture or diagram. The material on one screen, for example, shows with the aid of a simple chart how $700 worth of high-class advertising was done by Boston cycle men as a result of educational work by the Directorate, which cost the individual bicycle manufacturer approximately $12. These particular charts strike the keynote of the whole Directorate policy—the systematic encouragement of the dealer to the point where he will appreciate the wisdom of expending his own money and his own efforts for the advancement of the bicycle.

It was appreciated at the outset that the Directorate could not afford to finance such a widespread advertising and educational campaign as was needed, and that the solution of the situation lay in working up the interest and enthusiasm of the dealer to the point where he would supplement the activities of the Directorate by spending some of his own money.

Arranged around the sides of the Belvidere are a number of bicycles featuring the remarkably artistic cut-outs which have been supplied to bicycle dealers during the past year by the Directorate. These cut-outs, which have already been described and illustrated in the trade press, are so life-like in appearance that at a distance of 25 yards they have actually deceived some of the folk around the hotel into believing that they were looking upon flesh-and-blood riders. It is announced that the Directorate still has on hand a considerable number of these cut-outs, and dealers who are interested in getting them are invited to get in touch with Manager Rinck at the New York headquarters of the Directorate, 373 Broadway.

Several conferences and meetings of the bicycle men have been staged in the Belvidere, and in the intervals Manager Rinck has been kept busy making the rounds of the exhibit with visitors and pointing out the high lights in the organization's first year of work.

Right There By the Seaside With the 204 Delegat

CONVENTION DRAWS 204 TRADESMEN

ATLANTIC CITY, Aug. 9.—Up until the last minute tonight, 204 cycle trade folks had signed the official register at the Traymore making the present midsummer gathering quite the largest affair of its sort that has ever been staged by the two-wheeler industry. The full list of the trade folks registered follows:

Edward Buffum, Hendee Mfg. Co., Toronto, Ont.

T. C. Butler, Jr., Hendee Mfg. Co., Springfield, Mass.

Robert W. Bush, W. B. Swartz Co., York, Pa.

Gabriel S. Bush, Eclipse Machine Co., Elmira, N. Y.

Martin Brotherson, Hafer Auto Co., Joplin, Mo.

Geo. T. Briggs, Wheeler-Schebler Carburetor Corp., Indianapolis, Ind.

Auguste Ernest Bregent, A. E. Bregent, Montreal, Que.

John W. Brandt, Troxel Mfg. Co., Elyria, Ohio.

Edgar Boren, Simmons Hdw. Co., St. Louis, Mo.

T. N. Biddle, Eclipse Machine Co., Elmira, N. Y.

Luigi Bererdo, Reading-Standard Co., Reading, Pa.

Irving Beck, Fentress Newton Mfg. Co. and Rogers Mfg. Co.

W. T. Bentz, Elyria Iron & Steel Co., Cleveland, Ohio.

Frank T. Chase, Chairman of the Cycle Parts and Accessory Association's Entertainment Committee, Who Is Chiefly Responsible for the Huge Success of the Present Convention

H. D. Benner, Federal Rubber Co., Milwaukee, Wis.

R. M. Barwise, Diamond Chain & Mfg. Co., Indianapolis, Ind.

F. A. Baker, Baker, Murry & Imbrie, New York City.

F. E. Baldwin, Westfield Mfg. Co., Westfield, Mass.

Thomas Crabtree, Majestic Mfg. Co., Worcester, Mass.

H. L. Corey, Champion Spark Plug Co., Toledo, Ohio.

A. B. Coffman, American Wood Rim Co., Onaway, Mich.; Eclipse Mach. Co. and Waco Mfg. Co.

H. F. Schleininger, Motor Car Equip. Co., N. Y.

J. H. Cooper, Endurance Tire & Rubber Co., New Brunswick, N. J.

N. C. Cohen, Goodby Rankin Co., Providence, R. I.

F. T. Chase, Frank Mossberg Co., Attleboro, Mass.

Edward Dunn, Eclipse Machine Co., Elmira, N. Y.

Kenneth Howard Dresser, Goodyear Tire & Rubber Co., Akron, Ohio.

Arthur G. Chapple, Motor Car Equip. Co., N. Y.

Wm. E. Diehl, Corbin Screw Corp., New Britain, Conn.

M. M. Deem, Reading Saddle & Mfg. Co., Reading, Pa.

Arthur Davidson, Harley-Davidson Motor Co., Milwaukee, Wis.

ho Registered at the Cycle Trades Convention

BRADY'S BATHS

Photo by Harper B. Smith.

W. F. Emerson, Buffalo Metal Goods Co., Buffalo, N. Y.

Jesse Edwards, Edwards-Crist Mfg. Co., Chicago, Ill.

B. A. Edgar, Westfield Mfg. Co., Westfield, Mass.

Burton R. Felton, New England Pressed Steel Co., Natick, Mass.

J. P. Fogarty, Westfield Mfg. Co., Westfield, Mass.

Keyser Fry, Reading Cycle Co., Reading, Pa.

J. Ferguson, Eclipse Mch. Co., Elmira, N. Y.

John A. Zucker, John A. Zucker, Cleveland, O.

H. F. L. Funke, H. F. L. Funke Co., Inc., New York City.

F. M. Geomane, Standard Roller Bearing Co., Philadelphia, Pa.

J. W. Gibson, Canada Cycle & Mfg. Co., Weston, Ont.

G. C. Gaillard, United States Tire Co., New York City.

Harry A. Gliesman, Miami Cycle & Mfg. Co., Middletown, O.

Albert E. Goodby, Goodby-Rankin Co., Providence, R. I.

Edward S. Gram, The Crosby Co., Buffalo, N. Y.

A. E. Griffith, New Departure Mfg. Co., Bristol, Conn.

Wm. H. Grover, W. H. Grover, Norfolk, Va.

F. W. Grubb, Union Supply Co., Toledo, Ohio.

Frank R. Guyon, Elyria Iron & Steel Co., Cleveland, Ohio.

A. J. Gunn, H. F. L. Funke Co., New York City.

Harry G. Haft, C. M. Hall Lamp Co., New York City.

C. E. Morehouse, the Second Member of the Partsmakers' Entertainment Committee, Who Has Worked Untiringly with Chairman Chase with a View of Making the Gathering Now On the Best Ever

Chas. A. Hall, Hall-Williams Co., Minneapolis, Minn.

Geo. R. Hall, Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.

E. C. Huntington, Stevens & Co., New York City.

Horace M. Huffman, Davis Sewing Machine Co., Dayton, Ohio.

M. J. Horton, New Departure Mfg. Co., Bristol, Conn.

L. J. Hood, Walthour & Hood Co., Atlanta, Ga.

Wm. Holland, Holland Baden Ramsey Co., Baltimore, Md.

John W. Henry, Vim Cycle Hdw. Co., Buffalo, N. Y.

T. W. Henderson, Henderson Motorcycle Co., Detroit, Mich.

Oscar E. Hedstrom, Hendee Mfg. Co., Springfield, Mass.

Capt. F. C. Heacock, U. S. A., Hendee Mfg. Co., Springfield, Mass.

E. Horace Hawthorne, Hawthorne Mfg. Co., Bridgeport, Conn.

Ellsworth A. Hawthorne, Hawthorne Mfg. Co., Bridgeport, Conn.

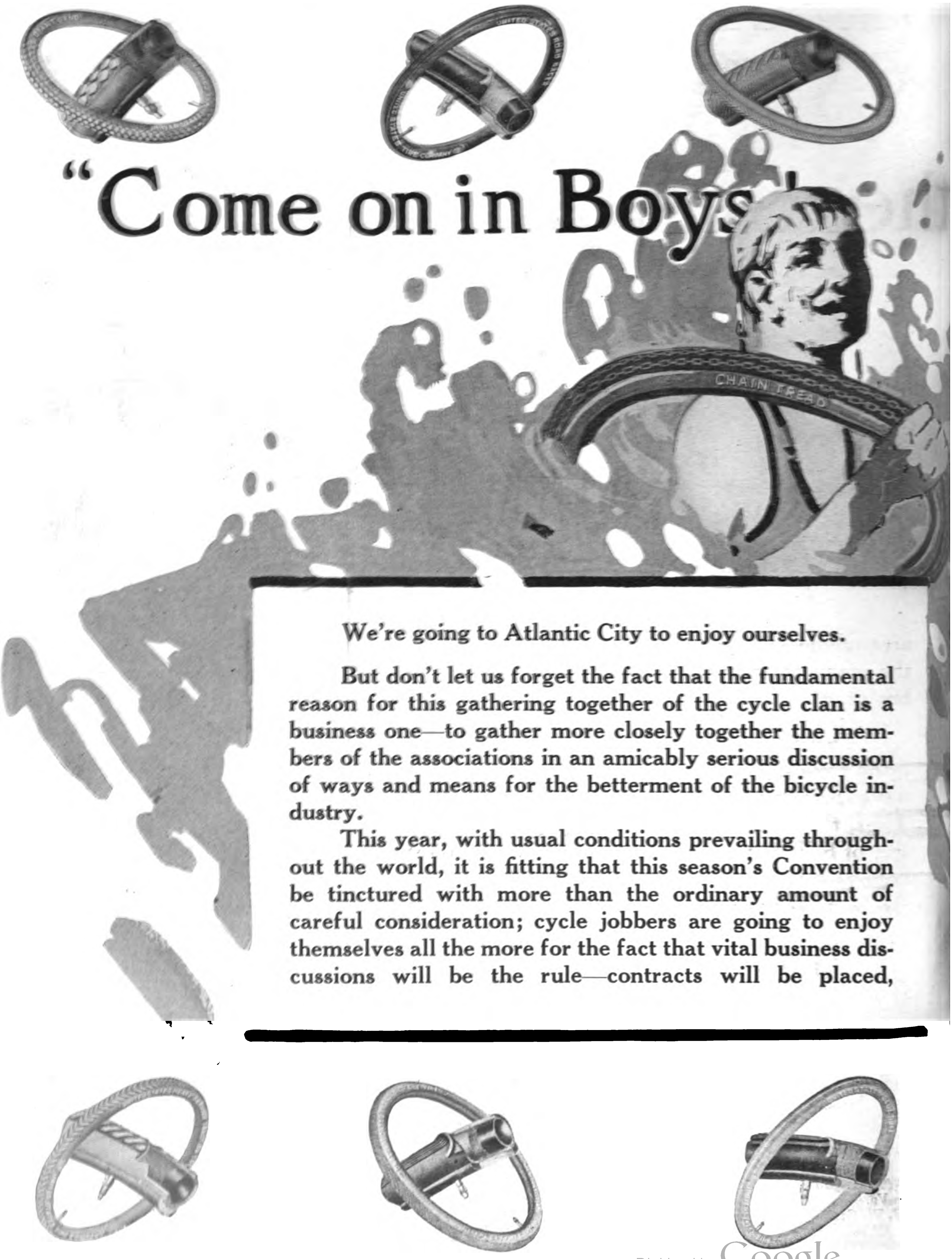
Henry E. Haws, Firestone Tire & Rubber Co., Akron, Ohio.

Francis H. Harris, B. F. Goodrich Co., Akron, Ohio.

Wm. S. Harley, Harley-Davidson Motor Co., Milwaukee, Wis.

W. B. Harding, United States Tire Co., Indianapolis, Ind.

(Continued on page 42)

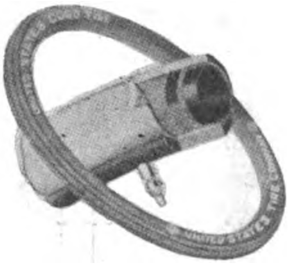


“Come on in Boys

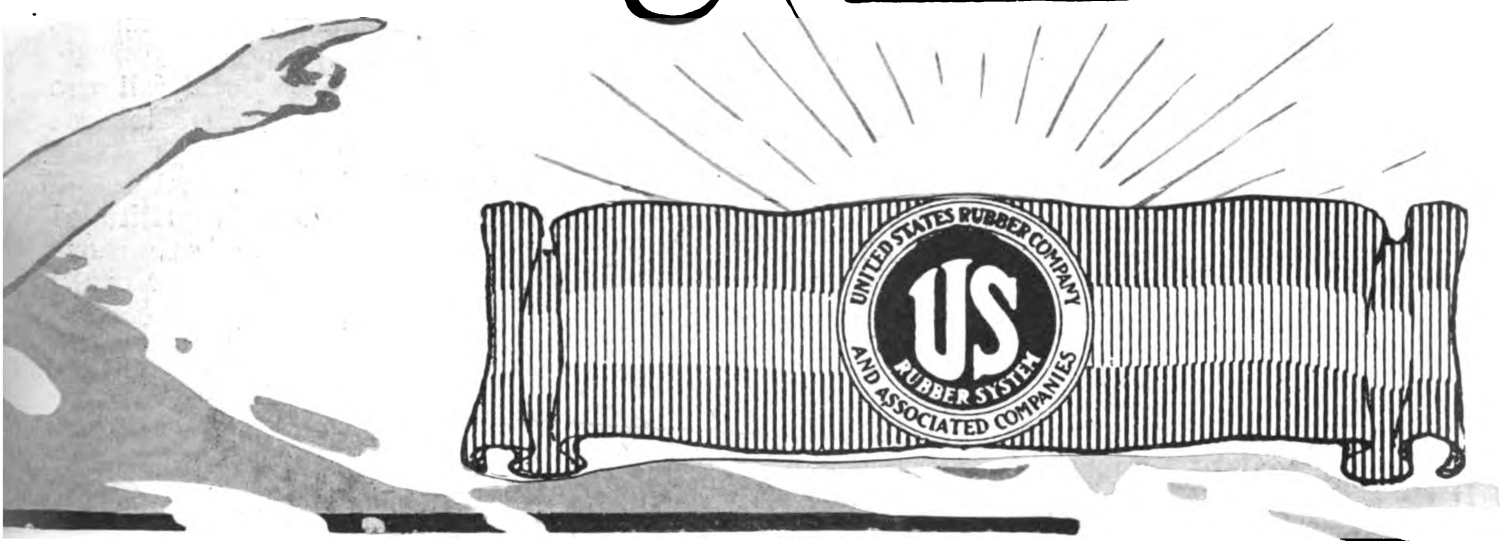
We're going to Atlantic City to enjoy ourselves.

But don't let us forget the fact that the fundamental reason for this gathering together of the cycle clan is a business one—to gather more closely together the members of the associations in an amicably serious discussion of ways and means for the betterment of the bicycle industry.

This year, with usual conditions prevailing throughout the world, it is fitting that this season's Convention be tinctured with more than the ordinary amount of careful consideration; cycle jobbers are going to enjoy themselves all the more for the fact that vital business discussions will be the rule—contracts will be placed,



he Selling's FINE!"

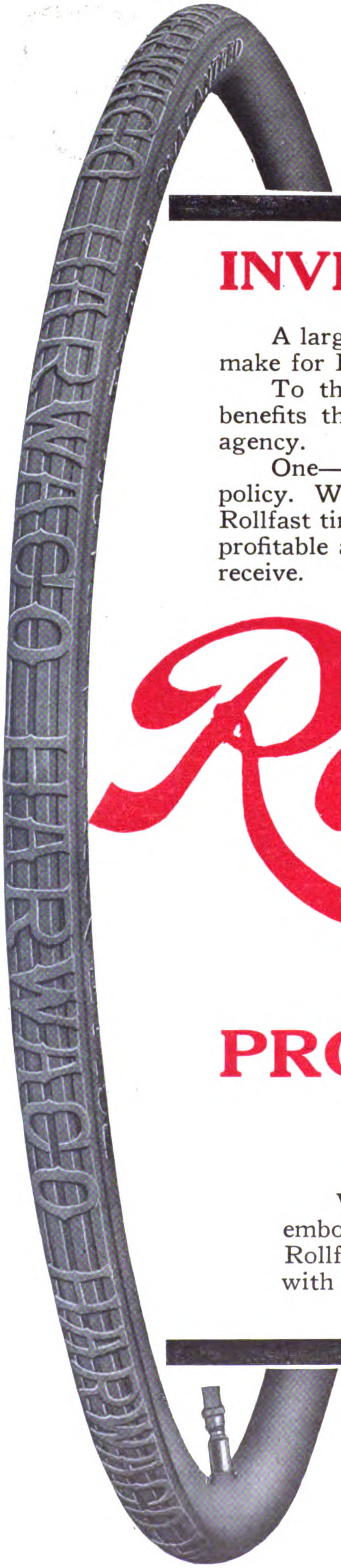


arrangements made for demonstrations and throughout the week of jollity will run a vein of good, hard sound business.

Therefore, it is but fit that we take this occasion to bring strongly to the attention of those jobbers who have not experienced the selling-ease of United States Bicycle Tires, the most complete, most popular and best known line of bicycle tires made. We will be at Atlantic City to entertain you and also discuss future business dealings. On both counts we feel we will be successful as usual.

United States Tire Company

1790 Broadway, New York



Rollfast system of but one dealer in each town gives all the profits to that one dealer. There can be no senseless price cutting as there can be no competition. All the business and all the prestige that go with the Rollfast agency will be yours if you act NOW and secure the agency.

INVESTIGATE OUR CLAIMS

A large number of dealers will read in this announcement the claims we make for Rollfast Bicycle Tires.

To the Dealers WHO INVESTIGATE OUR CLAIMS will fall the benefits that accompany the RESTRICTED and PROTECTED Rollfast agency.

One—and ONLY one—dealer in each town or district is our unalterable policy. We claim that this arrangement, coupled with the high quality of Rollfast tire and our system of assisting the Dealer to make sales, is the most profitable and most satisfactory tire proposition that any cycle dealer could receive.

Rollfast

TRADE MARK

-made to last

PROFITS ARE WORTH STRIVING FOR

Wise dealers have been keen to appreciate the advantages embodied in this safe and sane method and are quickly securing the Rollfast agency. There is an immense amount of prestige that goes with the exclusive Rollfast agency.

D. P. HARRIS HDWE. & MFG. CO.

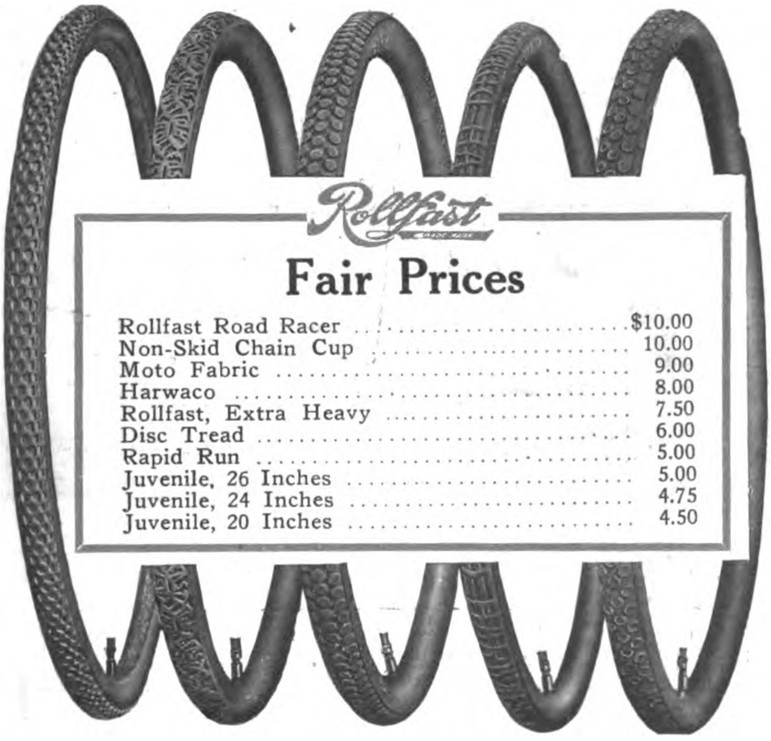
MURRAY AND CHURCH STREETS NEW YORK

Rollfast
TRADE MARK

INDEPENDENCE

The Dealer who secures the agency for Rollfast Bicycle Tires has taken the first step toward business independence. It gives him advantages not enjoyed by handlers of other tires. We give the agency to but one dealer in each town and give him inestimable assistance in making sales. We maintain a fair price list that allows our dealers fair profit for their work.

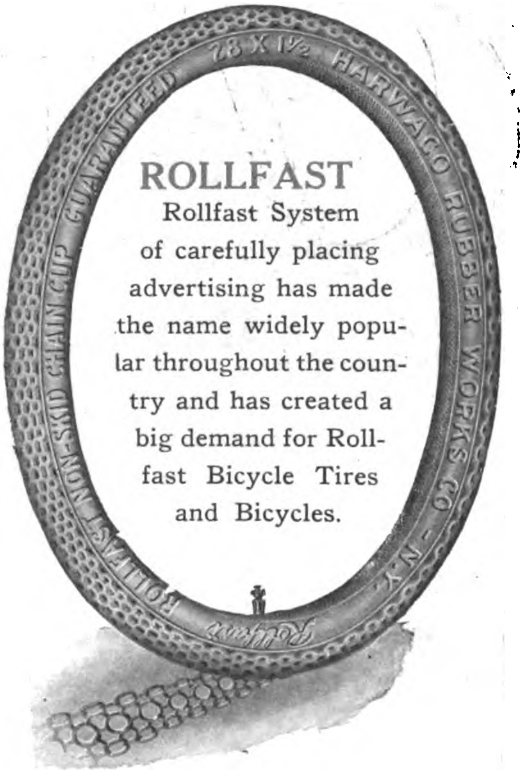
Write at ONCE to your nearest distributor and ask him to give you full information, or, better still, have your Rollfast man call and talk it over.



Rollfast
TRADE MARK

Fair Prices

Rollfast Road Racer	$10.00
Non-Skid Chain Cup	10.00
Moto Fabric	9.00
Harwaco	8.00
Rollfast, Extra Heavy	7.50
Disc Tread	6.00
Rapid Run	5.00
Juvenile, 26 Inches	5.00
Juvenile, 24 Inches	4.75
Juvenile, 20 Inches	4.50

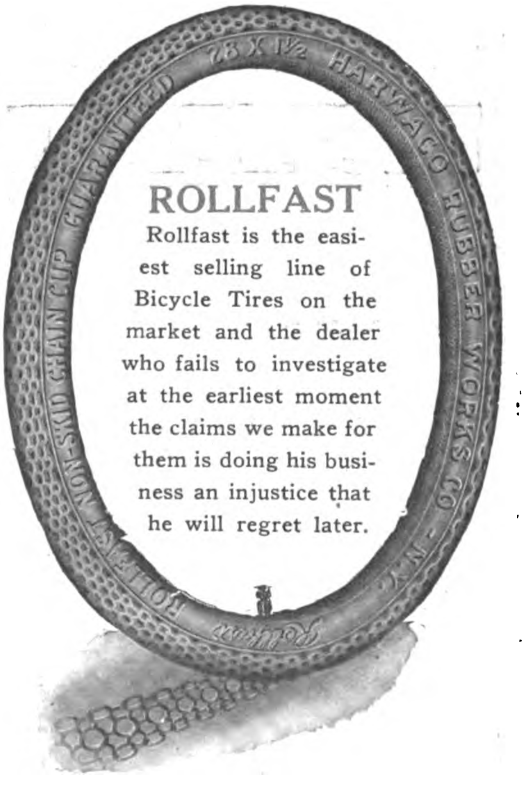

28 X 1½ HARWACO RUBBER WORKS CO. N.Y.
ROLLFAST NON-SKID CHAIN CUP GUARANTEED

ROLLFAST

Rollfast System of carefully placing advertising has made the name widely popular throughout the country and has created a big demand for Rollfast Bicycle Tires and Bicycles.

ROLLFAST

Rollfast Bicycle Tires and Bicycles are extremely popular among riders of all classes on account of the unusual service they give and for this reason are rapid sellers at fair prices.


28 X 1½ HARWACO RUBBER WORKS CO. N.Y.
ROLLFAST NON-SKID CHAIN CUP GUARANTEED

ROLLFAST

Rollfast is the easiest selling line of Bicycle Tires on the market and the dealer who fails to investigate at the earliest moment the claims we make for them is doing his business an injustice that he will regret later.

Rollfast Distributors

Atlanta, Ga., Walthour & Hood.
Baltimore, Md., Holland, Baden, Ramsey Co.
Boston, Mass., Hub Cycle Co.
Buffalo, N. Y., Vim Cycle & Hardware Co.
Chicago, Ill., Edwards & Crist Mfg. Co.
Denver, Colo., M. L. Foss.
Detroit, Mich., Detroit Cycle Supply Co.
Indianapolis, Ind., Geo. H. Westing Co.
Jacksonville, Fla., McGraw Bros.
Kansas City, Mo., Townley Metal & Hardware Co.
Los Angeles, Cal., Appeal Mfg. & Jobbing Co.
Memphis, Tenn., Johnson & Meyer Co.
Minneapolis, Minn., Hall Williams Co.
New York City, City Supply Co.
New York City, N. Y. Sporting Goods Co.
Omaha, Neb., Lee-Colt-Andreesen Hdw. Co.
Philadelphia, Pa., Geo. C. Miller & Co.
Philadelphia, Pa., Geo. W. Robb.
Pittsburgh, Pa., Sportsmen Supply Co.
Reading, Pa., Keyser Fry.
San Francisco, Cal., Appeal Mfg. & Job Co.
Syracuse, N. Y., The Olmsted Co.
Tacoma, Wash., Washington Cycle Sup. Co.
Worcester, Mass., J. W. Grady & Co.
Youngstown, O., Stambaugh Thompson Co.

Rollfast
TRADE MARK

CAT NAK
HOLD FAST PUNCTURE SEAL
GUARANTEED
TRADE MARK REGISTERED
Cat-Nak Hold Fast Puncture Seal is Different
Best Puncture Seal Made
GENUINE WITHOUT THE SIGNATURE
IT IS GUARANTEED
IS NOT STICKY
YOUR MONEY BACK If you
satisfaction.
PRICE 25c.
Manufactured exclusively by
CAT-NAK MFG. CO., INC.
Chicago New York Seattle

CAT-NAK

HOLD FAST PUNCTURE SEAL

SEALS AND PLUGS PUNCTURES IN MOTORCYCLES, BICYCLE AND AUTOMOBILE TIRES

Cat-Nak Is Unlike Anything Else on the Market

You can drive a ten penny nail into your tire and the instant you pull it out Cat-Nak will seal the hole automatically.

Cat-Nak Is Not Sticky or Difficult to Handle

It can be changed from one tire to another. It is not affected by cold, hot or wet weather. It preserves the rubber.

Cat-Nak Is Making Money for Dealers Everywhere

Free sample from jobber or manufacturer. Cat-Nak is the compound that the cycling trade has been seeking since the birth of the pneumatic tire. None genuine without the signature. Write and learn more about this sure puncture seal.

CAT NAK

HOLD FAST PUNCTURE SEAL
GUARANTEED

THE CAT-NAK COMPANY 714 S. DEARBORN ST. CHICAGO, ILL.

TRADE MARK REGISTERED

DEALERS:

Write at once to your jobber for a

CAT-NAK COUNTER DISPLAY EASEL

It is yours for the asking. It will sell the goods for you. It is free to Dealers. If your jobber cannot supply you write us a letter on your own letter-head direct. We will see that your request receives prompt attention.

THE CAT-NAK COMPANY

714 So. Dearborn St. Chicago, Ill.

GET-TOGETHER GATHERING OPENS SESSION

Appeal of the Traymore's Many Nooks and Corners, the Beach and Boardwalk Makes It Hard to Get Things Started

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 7.—The joint meeting of all associations and all ladies of the convention, which was scheduled for 10 a. m. at the Hotel Traymore, and which was referred to in the official program as a "get-together" session, opened the day with an encouraging display of enthusiasm, but failed to put any particularly strong emphasis on the aforementioned "get-together" idea. The Traymore is a spacious hostelry, with all kinds of inviting nooks, crannies, verandas and breeze-swept balconies, and the task of rounding up the conventionites from all corners of the big hotel and getting them to the scene of the joint meeting assumed Herculean proportions.

Everybody was happy, smiling and interested, but no one seemed particularly anxious to hit the trail of duty in the direction of the meeting chamber. A satisfactory attendance of the tradesters was finally obtained, however, and President Daniel F. Printz, of the Cycle Parts and Accessories Association, made a short and pithy address of welcome. Mr. Printz was followed by Chairman Frank Chase, of the General Arrangements Committee, who seconded the welcome and informed the various committeemen that they were expected to "do their bit" promptly and enthusiastically throughout the convention period in order that the full program might be put through on time. All present adopted an air of solemnity for a moment, rolled their eyes heavenward and said: "Aye, aye, sir," and then the whole crowd turned in three-quarters of an hour late for the next feature on the program; all of which goes to prove that staging a businesslike convention in a hotel of the Traymore's size and attractiveness, and with fifty-seven varieties of amusements calling from the boardwalk and the beach, is not as simple as it may look to the uninitiated.

After the brief addresses by Messrs. Printz and Chase the attendance at the "get-together" session headed for the various rooms in which meetings of the Cycle Parts and Accessories Association, Bicycle Manufacturers' Association and Cycle Jobbers' Association were scheduled to occupy the remaining time before luncheon.

SEEK TRAINING CAMP FOR MOTORCYCLE SOLDIERS

(Continued from page 33)

to training our army motorcyclists on a systematic basis, some interesting information was laid before the meeting by Captain F. C. Heacock, of the 61st Infantry, now stationed at Gettysburg, Pa., but recently with a motorcycle detachment at the Mexican border. Captain Heacock talked of the results obtained through the use of motorcycles in army service along the Border, and stated frankly that inexperienced riders had caused considerable trouble. He pointed out that the roads over which army motorcyclists are expected to operate range in most cases from fair to bad, and that a motorcyclist who has nothing but nerve to commend him will quickly put his mount out of commission and thus automatically do away with his chances for meeting the expectations of his superiors. He argued that every army motorcyclist should know something about the fundamentals, at least, of repair work, and that he should be thoroughly conversant with the general make-up of his machine.

Some of the items listed for standardization at the recent New York meeting of the committee were approved at yesterday's conference, while action on others was deferred. It was decided that military motorcycles, of all makes, will carry the standard C.C. section rim, with 40 spokes and three-inch clincher tires. The spoke and nipple specifications will be the same throughout. With reference to spark plugs, the committee approved the standard S. A. E. 18 mm. thread.

Considerable thought was given to headlamp mounting lugs and brackets, but it was found necessary to make only slight changes in the devices now generally accepted as standard. It was agreed that greater standardization can be brought about in the height and taper of the magneto base. The standardized sizes for roller chains will be ⅝-inch pitch and ⅜-inch width of roller.

The controls for spark, throttle, brake, gear-shift, clutch, etc., are to be standardized throughout as to construction and the side of the machine from which they will be operated. When the matter of standardizing fuel pipe fittings was taken up, it developed that the best fittings obtainable can not be guarded against breakage under certain conditions of usage, and the committee devoted its efforts to plans for reducing the possibility of breakage to the minimum. Painstaking tests are to be made with a view of eliminating fuel pipe troubles as far as is mechanically possible, and a report will be submitted at the next meeting of the committee.

M. W. Hanks, of the S. A. E., spoke at some length on the value of the lightweight motorcycle for dispatch work and scouting.

The next meeting of the Standardization Committee will be held at the Congress Hotel, Chicago, Monday, August 27, at which time reports will probably be submitted concerning the motorcycle training camp plan and the remaining items on the list for standardization in military motorcycles.

BICYCLE MAKERS MEET

Only Routine Matters Considered at Seaside Convention Gathering

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 7.—An interesting meeting of the Bicycle Manufacturers' Association was held this morning with a good attendance, plenty of enthusiasm and the usual assortment of handshakes.

After everybody had told everybody else that he was looking spruce, spry and prosperous, and that the outlook is excellent for big doings along trade lines, the meeting settled down to consideration of routine matters. There were no unusual developments.

PARTSMAKERS ELECT

Schwab Takes Presidency; Other Officers Reelected; Midwinter Meeting

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 7.—This morning's meeting of the Cycle Parts and Accessories Association resulted in the election of Louis Schwab to the presidency of that body, with DeWitt Page retained as vice-president and W. J. Surre and C. E. Morehouse continued as treasurer and secretary, respectively. Frank Chase was retained as chairman of the Entertainment Committee, with power to select co-workers.

Van Cleef Bros., of Chicago, and the Standard Roller Bearing Co., of Philadelphia, were taken in as new members of the association. It was announced that the mid-winter meeting of the Association will be held during the New York Auto Show.

THEATRE PARTY

Trade Conventioners Gather at Keith's Where Nora Bayes "Headlines"

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 6.—A good-sized delegation of conventionites shook off the stains of travel in time to pay a visit at 8 o'clock this evening to Nora Bayes, et al., on Keith's Garden Pier, and in the words of the village poet, "a grand time was had by all." Nora was there (emphasis on that word "there," say the veterans), and the rest of the bill was varied and entertaining.

Some of the leading lights in the convention crowd passed up the theatre party for the wheel chairs, and were to be seen giving the ocean Rialto the "double-O," while still others gathered on the Traymore balconies, sniffed the cool and invigorating salt air and wondered how they could sneak in a swim, do a few stunts on the golf course, shake hands with a hundred friends, more or less, and also be among those present at the business meetings scheduled for tomorrow morning.

SOUVENIRS APLENTY

New Departure, Eclipse, Firestone and Emblem Give Tokens

ATLANTIC CITY, N. J., Aug. 8.—While souvenirs are not as plentiful as they have been at some previous conventions of the cycle trades, there are enough tokens going the rounds to keep up the true convention spirit. The New Departure Mfg. Co. distributed about 100 boxes of high grade candy to the ladies of the convention party, and supplied the men with red, white and blue hat bands, bearing the New Departure symbol.

The Eclipse Machine Co. gave out memorandum books, boxes of cigarettes and toy balloons, all of which were popular with the trade visitors. Attractive white felt hats were supplied by the Firestone representatives and W. G. Schack, of the Emblem Mfg. Co., was more than ever a center of attraction when he began to pass out packs of artistic playing cards.

Who's Who at the Atlantic City Trade Convention

(Continued from page 35)

H. P. Hansen, Chicago Cycle Supply Co., Chicago, Ill.

J. J. Hanse, United States Tire Co., New York City.

G. H. Hamilton, Federal Rubber Co., Milwaukee, Wis.

Sidney L. Parker, Stevens & Co., New York City.

S. A. Bevin, Bevin Bros. Mfg. Co., E. Hampton, Ct.

H. A. French, Howard French & Co., Baltimore, Md.

Adolph Kellese, Haverford Cycle Co., Buffalo, N. Y.

L. H. Daughenbaugh, Fisk Rubber Co., Philadelphia, Pa.

T. J. King, Diamond Chain & Mfg. Co., Indianapolis, Ind.

E. Frost Knapp, The Standard Co., Torrington, Conn.

W. S. Kyte, Stevens & Co., New York City.

E. H. Leng, Great Western Mfg. Co., Laporte, Ind.

E. Julius Lonn, Great Western Mfg. Co., Laporte, Ind.

O. Ling, H. F. L. Funke Co., Inc., New York City.

Clinton Lovell, K. & C. Mfg. Co., Henniker, N. H.

Alvin J. Musselman, Indiana Rubber & Ins. Wire Co., Jonesboro, Ind.

C. E. Morehouse, The Standard Co., Torrington, Conn.

R. D. Mock, Hydraulic Pressed Steel Co., Cleveland, Ohio.

George L. Mitchell, United States Tire Co., Detroit, Mich.

E. W. Mink, New Departure Mfg. Co., Bristol, Conn.

F. Mesinger, H. & F. Mesinger Mfg. Co., New York City.

Donald J. McIntyre, Bicycle News, New York City.

Harry McCullough Eason, Goodyear Tire & Rubber Co., Akron, Ohio.

C. M. McCreery, Goodyear Tire & Rubber Co., Akron, Ohio.

H. J. McCauley, Forsyth Metal Goods Co., East Aurora, N. Y.

L. W. Marks, Bennett & Wood, Sidney, Australia.

T. E. Martin, Henry Keidel Co., Baltimore, Md.

John C. Manternach, Standard Parts Co., Cleveland, Ohio.

John E. Maloney, Hydraulic Pressed Steel Co., Cleveland, Ohio.

G. M. MacWilliam, Hyslop Bros. & Co., Toronto, Ont.

John R. Neis, Splitdorf Electrical Co., Newark, N. J.

Jonas B. Oglaend, Jonas B. Oglaend, New York City.

Peter P. O'Horo, Excelsior Cycle Co., Michigan City, Ind.

C. F. Olin, New Departure Mfg. Co., Bristol, Conn.

W. A. Owens, Coggins & Owens, Baltimore, Md.

Donald G. Perkins, Motorcycle & Allied Trades Assn., New York City.

DeWitt Page, New Departure Mfg. Co., Bristol, Conn.

F. H. Brown, Kokomo Rubber Co., Kokomo, Ind.

Isaac L. Ecret, Miller, Ecret Co., Philadelphia, Pa.

George Pope, Bicycle Mfrs.' Assn., Hartford, Conn.

Geo. M. Port, Colonial Rubber Co., New York City.

Daniel F. Printz, Reading Saddle & Mfg. Co., Reading, Pa.

M. S. Purple, Bevin Bros. Mfg. Co., East Hampton, Conn.

Bert A. Quayle, Standard Parts Co., Cleveland, Ohio.

H. S. Quine, Goodyear Tire & Rubber Co., Akron, Ohio.

Al Ray, Al Ray Co., Louisville, Ky.

Wm. A. Rawson, Elyea Austell Co., Atlanta, Ga.

Walter Rinck, United Cycle Trade Directorate, New York City.

Paul Rinck, Stevens & Co., New York City.

Harold E. Ring, Frank Mossberg Co., Attleboro, Mass.

G. W. Robb, G. W. Robb, Philadelphia, Pa.

Geo. W. Roosevelt, Roosevelt Cycle Supply Co., Chicago, Ill.

G. O. Rottweiler, Paramount Motor Co., Columbus, Ohio.

J. W. Grady, J. W. Grady Co., Worcester, Mass.

Ambrose M. Starr, Starr Bros. Bell Co., East Hampton, Conn.

Geo. C. Strauss, Jos. Strauss Co., Inc., Buffalo, N. Y.

Martin C. Stokes, United States Tire Co., New York City.

Geo. G. Stephenson, Delta Electric Co., Marion, Ind.

D. L. Spraker, Kokomo Rubber Co., Kokomo, Ind.

B. W. Snowman, Continental Rubber Works, New York City.

Geo. C. Smith, J. W. Grady & Co., Worcester, Mass.

F. A. Smith, F. A. Smith Mfg. Co., Rochester, N. Y.

Max M. Sladkin, Haverford Cycle Co., Philadelphia, Pa.

H. C. Severance, Racine Rubber Co., Racine, Wis.

R. W. Seiberling, Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.

E. W. Scott, Louis Rastetter & Sons, Fort Wayne, Ind.

I. Schwinn, Arnold Schwinn Co., Chicago, Ill.

Louis Schwab, Stevens & Co., New York City.

Alexander Scaison, Progressive Cycle & Supply Co., New York City.

W. G. Schack, Emblem Mfg. Co., Angola, N. Y.

Charles A. Sawyer, Persons Mfg. Co., Worcester, Mass.

Fred St. Onge, A. E. Bregent, Montreal, Que.

Walter I. Tuttle, Frank Mossberg Co., Attleboro, Mass.

Walter S. Tullis, Miami Cycle & Mfg. Co., Middletown, Ohio.

E. E. Trundle, Firestone Tire & Rubber Co., Akron, Ohio.

M. E. Toepel, Splitdorf Electrical Co., Newark, N. J.

M. H. Tisne, A. Schrader's Son, Inc., Brooklyn, N. Y.

E. Theurer, Reading Standard Co., Reading, Pa.

J. E. Talty, Racine Rubber Co., Racine, Wis.

Paul Van Cleef, Van Cleef Bros., Chicago, Ill.

Daniel R. Walls, Splitdorf Electrical Co., Newark, N. J.

F. H. Wood, Buffalo Specialty Co., Buffalo, N. Y.

E. E. Wolf, Tucker Wood Work Co., Sidney, Ohio.

H. S. Wise, Miami Cycle Co., Middletown, Ohio.

Stanley Wilson, D. P. Harris Hdw. & Mfg. Co., New York City.

N. H. Oliver, Metal Specialties Mfg. Co., Chicago.

Daniel H. Wetzel, Mott Wheel Works, Utica, N. Y.

D. Westreich, New York City.

Frank J. Weschler, Hendee Mfg. Co., Springfield, Mass.

Chas. E. Weaver, Kelly Handle Bar Co., Cleveland, Ohio.

H. A. Watty, A. R. Mosler & Co., Mt. Vernon, N. Y.

B. S. Waterman, Goodyear Tire & Rubber Co., Boston, Mass.

L. M. Wainwright, Diamond Chain & Mfg. Co., Indianapolis, Ind.

Fred L. Brown, Pierce Cycle Co., Buffalo, N. Y.

P. P. Pierce, Pierce Cycle Co., Buffalo, N. Y.

L. D. Southmayd, Fisk Rubber Co., Chicopee Falls, Mass.

Albert L. Mackenzie, B. F. Goodrich Co., Boston, Mass.

L. D. Harden, Westfield Mfg. Co., Westfield, Mass.

W. F. Bartlet, Wolverine Leather Goods Co., Detroit, Mich.

S. Slosson, Cleveland Motorcycle Mfg. Co., Cleveland, Ohio.

Fred K. Pierce, Superior Metal Products Co., Jersey City, N. J.

W. Walter Shoemaker, Merkel Motor Wheel Co., Rochester, N. Y.

H. Perlman, Perlman Cycle & Auto Sup. Co., New York City.

Geo. H. Greiss, Geo. H. Greiss, Philadelphia, Pa.

W. J. Surre, Continental Rubber Co., Erie, Pa.

Geo. Zimmermann, Miller-Ecret Co., Philadelphia, Pa.

T. R. Palmer, Continental Rubber Works, Erie, Pa.

Gustave H. Westing, G. H. Westing Co., Indianapolis, Ind.

C. A. Wigmore, Manufacturers' Supplies Co., Philadelphia, Pa.

B. W. Yorkers, A. Schrader's Sons, Inc., Brooklyn, N. Y.

J. I. Brandenburg, Duckworth Chain & Mfg. Co., Springfield, Mass.

VOTE TO CONTINUE CYCLE DIRECTORATE WORK; WILL RAISE $75,000 FOR NEXT YEAR'S CAMPAIGN

Cycle Folks in Joint Meeting at Atlantic City Convention Give Recognition to the Benefits Derived from Dealer Educational Campaign; Laying Plans for Equitable Funding Scheme for Three Years' Work; Views of Entire Trade Crystalized

By J. H. DONEHUE

CONVENTION HEADQUARTERS, ATLANTIC CITY, N. J., Aug. 8.—Featured by a unanimous vote for the continuance of the United Cycle Trades Directorate and its bicycle boosting campaign, and by the promulgation of plans which promise to make from $75,000 to $100,000 available for the Directorate's operations in the coming year, the joint meeting of the Cycle Parts and Accessories Association, Bicycle Manufacturers' Association and the Cycle Jobbers, held at the Hotel Traymore this morning, proved to be the busiest session so far developed by the convention program. After an interesting discussion, which brought out many expressions of approval of the work so far accomplished, it was decided to place the continuance of the directorate plans on a three-year basis, and to consider measures for financing the proposition hereafter by proportionate taxation of the manufacturers of bicycles and their component parts.

Webster on Trade Cooperation

William M. Webster, of Chicago, commissioner for several trade associations, among them the National Automobile Accessory Jobbers' Association, addressed the gathering on the value of co-operative trade bodies, asserting that the value of organized effort is evident from day to day in every branch of the national life. He made a plea for harmonious work by the various branches of the allied cycle industries.

The City Clerk of Atlantic City, representing the Mayor, who was ill, extended an official welcome to the conventionites and presented Chairman Printz with a key to the city, after which the meeting buckled down to the business of threshing out the Cycle Directorate situation.

Treasurer Louis Schwab read extracts from the report on the directorate's work during the past year, and requested that every one present make it a point to view the results accomplished and the proposed plans from a broad angle before arriving at a decision as to what should be done for the future.

Schwab Pleads for Continuance

"The first question to consider," said Mr. Schwab, "is this: Shall we continue the work which has been carried on by the United Cycle Trades Directorate for the past twelve months? When we have answered that question we shall be ready to consider the lines for our future activities, and also the methods to be followed in raising the necessary funds. We have heard criticisms from time to time concerning the plans so far worked out, but we feel that they resulted from lack of familiarity with the inner aspects of the situation. We are convinced that the more the conditions are studied the greater will be the enthusiasm of the allied cycle bodies over our work. The directorate welcomes critical comments, and would like to remind the representatives of the cycle trades that the successful handling of the bicycle boosting campaign is really their job. The directorate simply handles the work and makes the expenditures, and every bicycle trade man should feel that he is directly tied up with the whole movement."

After a brief discussion concerning some of the aspects of the directorate's work for the past year, John ("Vim") Henry, speaking for the jobbers, moved that the report of the directorate be received and approved There was no objection.

The movement for systematic continuation of the national bicycle boosting campaign was started in motion by L. M. Wainwright of the Diamond Chain Mfg. Co., who stated that in his opinion the work should not be interrupted, and that he was prepared to give financial support as in the past.

Treasurer Schwab offered a suggestion that the further handling of the directorate work should be placed on a three-year basis, in order that the plans launched, and those in contemplation, may be carried through to success without danger of having them upset or interrupted at the end of another year. This proposal met with the approbation of the meeting. A. B. Coffman gave his support to the remarks already made concerning the advisability of having the work carried through on a definite basis, and reminded the cycle men that the educational work they are now doing will continue to give results for many years to come.

Fry Sees Improvement

Keyser Fry, of the jobbers' division, remarked that the data presented by the directorate indicates a remarkable improvement in the attitude of dealers, and stated that in his opinion it would be unwise to have the slightest interruption in the directorate operations. Horace Huffman spoke along similar lines, and reported that the window display cut-outs supplied to dealers by the directorate have exerted a decidedly helpful influence throughout the trade.

T. R. Palmer, of the Continental Rubber Works, raised a question as to whether it was advisable to carry on the directorate plans along the lines followed last year, and suggested that it might be wise to have a national advertising agency handle the whole publicity proposition for the bicycle. He pointed out that a committee of three expert publicity men could be called in to consider the situation and advise the directorate as to the best methods of spending the money it will have at its disposal. It was his opinion that the aim should be to cultivate the great field of potential buyers, and not to confine the campaign to the education of the dealer. He pointed out that the employment of a national advertising agency would eliminate a big slice of the administrative expenses now incurred.

Quine Answers Palmer

Replying to Mr. Palmer, Harry S. Quine, of the Goodyear Tire and Rubber Co., advanced the opinion that all the money likely to be available for the purposes of the campaign would not make even a dent in a broad-gauge national advertising project. He suggested that the traveling representatives of all the manufacturers be employed to carry the educational propaganda to dealers throughout the country. Henry S. Wise, of the Miami Cycle Mfg. Co., argued that the raising of funds to finance the directorate plans was largely up to the manufacturers of bicycles and component parts, and that the manufacturers should arrange to assess themselves on whatever basis might be found necessary to provide the necessary funds.

R. G. Betts, editor of the *Sporting Goods Sales Journal* and a veteran bicycle booster, spoke in behalf of further educational work for the dealers and made a plea for the rejuvenation of the L. A. W. He contended that a national rider organization could be made to exert a powerful influence in behalf of the bicycle. There was no discussion of the L. A. W. proposal.

Chairman Printz, getting back to the matter of financing the boosting campaign for the coming year, stated that he was strongly in favor of an arrangement by which tire manufacturers would contribute two and one-half cents for every tire valve used. T. R. Palmer objected to this on the ground that undue responsibility would be placed upon the tiremakers, and that it would be difficult to handle the proposition on a consistent and permanent basis.

Finances Up to Manufacturers

E. J. Lonn, of the Great Western Mfg. Co., took the stand that the responsibility for financing the Directorate's work was squarely up to the manufacturers of bicycles and component parts, and that no attempt should be made to tax jobbers or dealers. He suggested that if the manufacturers of bicycles and their parts would submit to proportionate taxation on their products it would be a simple matter to raise $100,000.

The scope of the industry was brought home strikingly to the meeting by DeWitt Page, of the New Departure Mfg. Co., who estimated that the gross cycle business for a year would total in the neighborhood of $40,000,000. He argued that it would not be unreasonable to expect an appropriation of one per cent. of this amount for general publicity and educational work, and pointed out that one per cent. on the total annual business would provide a fund of approximately $400,000. It was Mr. Page's opinion that the raising of a fund of $100,000 or more would be a comparatively simple matter if all the manufacturers would submit to taxation on a proportionate basis.

J. W. Grady, of the J. W. Grady Co., gave his approval to the suggestion for a tax on manufacturers of bicycles and component parts, and suggested that the situation be brought to a head by having a committee from each group of manufacturers take the matter up and ascertain just how heavy a tax each group would be prepared to pay. These committees will be appointed by the United Cycle Trades Directorate at the earliest possible moment and as soon as they have had time to sound the sentiment in their respective manufacturing branches they will report back and arrange for a conference with a view of having the tax schedule worked out in detail.

THE LATECOMERS

Last Minute Arrivals Swell Atlantic City Convention List

ATLANTIC CITY, Aug. 8 (by telegraph).—Last minute arrivals at the convention include the following: E. J. Jackson, C. W. Holcker, and C. H. Gerhold, Firestone Tire & Rubber Co., Akron, O.; M. Charles Schweinert, A. Schrader's Son, Inc., Brooklyn, N. Y.; Ivan F. Goodrich and Wm. F. Edwards, Goodrich-Lenhart Mfg. Co., Philadelphia, Pa.; Henry Mesinger, H. & F. Mesinger Mfg. Co., New York; Charles P. Kaighn, Geo. W. Noek Co., Philadelphia, Pa.; George W. Ellis, Supple, Biddle Hdw. Co., Philadelphia, Pa.

W. J. Cameron, Goodyear Tire & Rubber Co., Akron; L. M. Isaacs, Charles William Stores, N. Y.; B. S. Kiefer, Chicago Handle Bar Co., Shelby, O.; A. T. Gresham, P. & F. Corbin, New Britain, Conn.

M. & A. T. A. MEETINGS

Two Informal Gatherings Held on First Days; Another Scheduled

ATLANTIC CITY, N. J.—Aug. 8.—The Motorcycle and Allied Trades Association held an informal conference yesterday and another this morning, and announcement is made that a full-fledged session of the body is on the schedule for tomorrow.

Quite a few of the members of the M. & A. T. A. are also affiliated with one or more of the bicycle organizations, and this condition has made it somewhat difficult for the motorcycle men to keep their members together long enough at any one time to hold a formal session.

NEIS SHOWING SPLITDORF OUTFIT

ATLANTIC CITY, N. J., Aug. 8.—Jack Neis, of the Splitdorf Electrical Co., is attracting considerable attention by riding about on a motorcycle fitted with the new Splitdorf magneto and dynamo equipment.

General News

LAVANDOWSKY STARS AT GRAND RAPIDS

Takes Three of Eight Events on His Excelsior; Wood, on Harley-Davidson, Wins the Feature Number

GRAND RAPIDS, Mich., Aug. 6.—Edward Lavandowsky astride an Excelsior annexed the lion's share of the glory attaching to the eight-event meet that was staged on the track at Comstock Park yesterday in connection with the third annual field day celebration of the Grand Rapids M. C.

Lavandowsky walked away with three of the events in speedy style, the remaining five numbers on the program being fairly well split among the other riders. The feature number, a 15 mile free-for-all, went to Donald Wood, on a Harley-Davidson. The summary:

Three-mile novice—Won by Victor Sinz, Excelsior; second, Donald, Harley-Davidson; third, Ronald Murphy, Harley-Davidson. Time, 3:27.

Five-mile open—Won by Ed. Lavandosky, Excelsior; second, Rich Heath, Indian; third, Andy Galloway, Excelsior. Time 5:18½.

Five-mile stock—Won by James Long, Excelsior; second, Donald Wood, Excelsior; third, Ed. Lavandosky, Excelsior. Time, 5:22.

Three-mile novice sidecar—Won by Claude Fulkins, Excelsior; second, Peter Smith, Harley-Davidson; third, Rich Heath, Indian. Time, 4:13.

Five-mile open sidecar—Won by Ed. Lavandosky. Excelsior; second, Peter Smith, Harley-Davidson; third, Rich Heath, Indian. Time, 6:30.

Five-mile stock sidecar—Won by C. C. Cline, Harley-Davidson; second, Victor Sinz, Excelsior; third, Charles Livingston, Harley-Davidson. Time 7 minutes.

Six-mile novelty sidecar; riders changed every mile—Won by Lavandowsky and Long, Excelsior; second, Smith and Livingston, Harley-Davidson; third, Sinz and Galloway, Excelsior. Time, 9:51½.

15-mile free-for-all—Won by Donald Wood, Harley-Davidson; second, Charles Livingston, Harley-Davidson; third, Ralph Le Blanc, Indian. Time, 17:17.

BERRETH CLIPS SEATTLE-PORTLAND MARK

Indian Rider Makes 200-Mile Distance in Five Hours and Twenty Minutes Despite Many Stops

SEATTLE, Wash., Aug. 3.—After resting peacefully in the possession of Bud Armstrong for several years, the Seattle-Portland record was smashed this week by Ed. Berreth, on an Indian. Berreth had no intention of making a record either way when he visited Seattle, but the matter of inter-city records came up for discussion, and when he heard that Bud Armstrong and his Excelsior covered the distance—200 miles—in six hours and five minutes, he decided to attempt to lower it.

Riding a 1916 Powerplus, with stock equipment and one old Firestone tire on the rear and one old Goodyear on the front wheel, and a speedometer that was not working, he checked out of Seattle at 7:10 a. m. Monday, July 30. He arrived at Tacoma, 42 miles, at 8 o'clock, and Chehalis, 102 miles, at 9:20, and hit the Oregon line on the Interstate Bridge across the Columbia River at 12:30. He did not spill on the trip, but had many near spills. Rode through a rainstorm between Roy and Yelm, and ran out of gasoline two blocks from the Yelm garage; stopped twice at other places for gasoline and blew out a rear tire. Given a spring frame machine, and new tires, Berreth is confident that he can cut half an hour off of his own record.

He was checked out of Seattle at the County-City building by F. R. Pierce, and was checked in at the Oregon line (which is Portland) by H. D. Cummin.

HARRISBURG MEETS

Keystone Club Plans One for Lebanon; Racing Assn. Also Ready

HARRISBURG, Pa., Aug. 7.—Plans are being formulated by the Keystone Motorcycle Club of this city for a race-meet on the half-mile dirt track at Lebanon on Labor Day, Sept. 3. As at present formulated the plans call for an unsanctioned meet, and it is understood that twin-cylinder machines will be permitted on the track.

At the same time the Harrisburg Racing Association, of which H. E. Sechrist is president and moving spirit, is planning a sanctioned meet to be staged on the same day in the vicinity of Harrisburg.

NORTHWEST ENDURANCE

Plans Completed for 604 Mile Seattle M. C. Affair Aug. 19-20

SEATTLE, Wash., Aug. 1.—At a meeting of riders and dealers held in Seattle, final details of the 604 Endurance Run, Aug. 19 and 20, were worked out. The entry fee is $2.50 and is open to outsiders as well as Seattle riders. Prizes to the value of several hundred dollars have been donated, and all entry fees over and above the expenses of the run will be divided among the perfect scores.

Riders will start with 1,000 points and lose one point for each minute late at controls. Further points will be taken off for various parts of the machine missing or broken. A feature of the run will be the Firestone Cup contested for by dealers, each of whom will enter a team of three riders. The dealer whose team wins three times will become the permanent holder of the cup.

PERMANENT SHOW FOR NEW YORK

NEW YORK, Aug. 5.—A permanent motor vehicle salon will be established in Gotham when the Bronx International Exhibition, now building on a 25-acre plot in the Bronx, opens its stores on May 30th, next. The motor vehicle show will be staged in one of the largest buildings on the grounds, which will provide approximately 45,000 square feet.

NEW LIGHTING SYSTEM FROM SPLITDORF

Newark Manufacturer Offers Extremely Compact and Highly Efficient Generator as Unit Entirely Separate from the Ignition System; Its Features and Operation Described and Made Plain

NEWARK, N. J., August 2.—A brand new electric lighting system for motorcycles which has been in the course of development at the plant of the Splitdorf Electrical Co. for months past, has come through the last series of tests to which it was subjected by the Splitdorf Engineering board with flying colors and is now ready for distribution.

In bringing out its new electric lighting system, the Splitdorf company cast past traditions to the winds, and completely divorced the electric lighting elements from the ignition system. The system comprises a complete and highly developed dynamo, small of size yet a wonder for efficiency, which is mounted by means of a suitable bracket to the base of the motor and driven directly from the crankshaft of the motor through the intermediary of a spring belt; the usual application is in conjunction with a 6-volt, 15 ampere-hour storage battery and the familiar and convenient Splitdorf ammeter.

Ammeter Recommended

It is pointed out, however, that where conditions justify that end, a battery of greater capacity can be used while the ammeter can be dispensed with, although its use is heartily recommended as the one and only means of "keeping tabs" on the operation of the dynamo, the state of charge of the battery and the condition of the system generally.

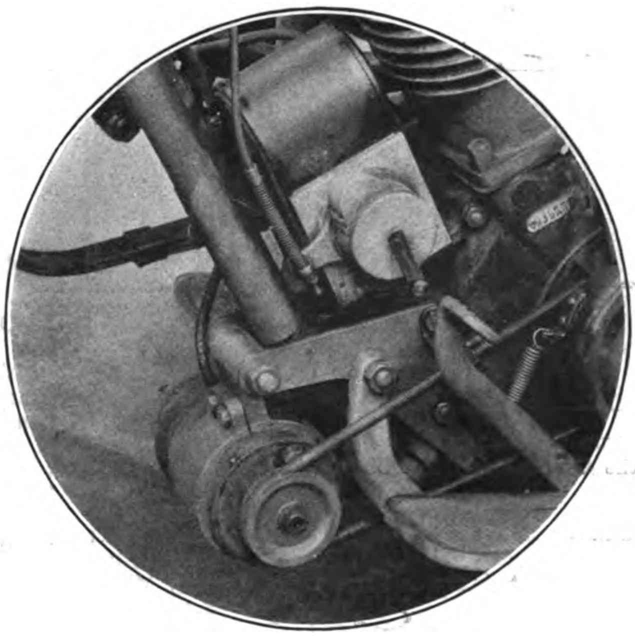
As was stated before, the dynamo is quite independent, both electrically and mechanically, from the ignition system, which will be, of course, the now universally used high-tension magneto, the Dixie, where both the ignition and lighting elements are of Splitdorf manufacture. With this arrangement it is obviously true that no derangement of the electric lighting system can have the slightest effect on the ignition system, while on the other hand, failure of the ignition system will have no bearing whatever on the perfect functioning of the lighting system.

Generator of Ample Capacity

The generator, which is known as Model D U-1, is designed to provide a sufficient current output to take care of the needs of the user at all times, keeping the battery fully charged. The generator is driven at one and three-quarter times the crankshaft speed and is of the direct current, self-regulating type, one of its strongest claims to novelty being a total absence of external devices of any sort and a greater freedom from tendency for trouble as a result of this cleancut design.

An important feature of the lighting generator is its automatic control, the function of which is to automatically connect the generator to the battery when the voltage of the generator exceeds that of the battery, at the same time disconnecting the battery when running below a pre-determined rate of speed, or when the motor is stopped, and the fact that it is not electrically controlled is proof against vibration and road shock trouble, makes it distinctly advantageous—all *without any attention on the part of the rider.*

The amount of current supplied to the circuit is controlled by an automatic regulating device which directs the exact amount of current supplied to the battery.



Showing the New Splitdorf Lighting Generator in Position on Indian Machine

If increased light, other than that furnished as standard equipment, such as search-lights for government and police work, is required, a battery of increased capacity may be necessary, but the current output of the D U-1 generator is sufficient to take care of the increased load without any change whatsoever.

The wiring is simple, the single wire, grounded system being used. One wire leads from the generator and is carried through the ammeter when used, or to the battery direct when the ammeter is omitted. Good practice, however, should include an ammeter, which indicates at all times the rate of charge or discharge in the circuit.

Regulator Adjustable

The D U-1 regulating device is so arranged that it may be set to give a greater output in winter months, or when a great deal of night riding is being done, in order to take care of increased demand on the battery.

A point which is emphasized by the Splitdorf engineers is the fact that only the best of materials enter into the manufacture of the device, while the greatest of care in the mechanical operations taken, together with the carefully developed design, gives a lighting system as free from trouble and as reliable as modern electrical practice can give rise to.

ALKIRE, OF GOODRICH, PASSES ON

AKRON, O., Aug. 7.—W. Scott Alkire, recognized as one of America's foremost tire experts and who played a big part in putting the real quality which is found in Goodrich tires in that product, passed away Friday morning last at his home, after a short illness of typhoid fever. Alkire grew up with the B. F. Goodrich organization, and for the past few years he has been connected with the experimental department, having been thoroughly schooled in all other branches of pneumatic tire manufacture. Alkire was just fifty-four years of age.

MORE SPACE FOR SILVEX

BETHLEHEM, Pa., Aug. 6.—The Silvex Co., maker of Bethlehem spark plugs, is investing $1,000,000 in the construction of a new plant to take care of an enormous production which is triple the estimated output for the present fiscal year.

GOODYEAR IN BRAZIL

AKRON, O., August 6.—The Goodyear Tire & Rubber Co. of South America will build a factory in Gavea, near Rio de Janeiro, on the 13 acres of land recently acquired by the company. The Goodyear folks expect to operate new plant in fifteen months after the plans are approved. It is stated the plant is to be built to manufacture articles contracted for by the Brazilian government.

McCANN VACATIONS WITH SWENSON

SPRINGFIELD, Mass.—William G. McCann, of the Indian sales department, has just returned from a short vacation, which he spent with B. A. Swenson, in and around Providence, R. I. While in the Rhode Island capital, McCann and Swenson spent several pleasant afternoons at Lake Quidnick, the count camp that Swenson built, and both had first class luck at fishing.

CHAMPION PLANS FOR FUTURE

TOLEDO, O., August 6.—Although it already has increased its output by 100 per cent for the coming year, the Champion Spark Plug Co. has acquired plots of land adjoining its plant on each side and across the street by way of preparing for an indefinite expansion of the business in the future.

READING CLUB PLANS AHEAD

READING, Pa., Aug. 7.—The Reading M. C. is planning a sociability run to Bethlehem on Aug. 12, to be followed on Aug. 19 by a picnic.

POWER BICYCLES

News and Views Bearing on Motor Attachments for Cycles

EVANS POWER CYCLE GOING STRONG

Steady Stream of Requests for Territory Reaches Cyclemotor Corporation After Recent Announcement of New Machine

Edgar Borne, Buyer, Simmons Hardware Co., Ready for a Spin on the Evans Power-Cycle, with the Cyclemotor Office Staff.

ROCHESTER, N. Y., Aug. 6.—The fact that the Evans Power Cycle, which is the latest offering of the Cyclemotor Corp., is now available to dealers has resulted in a steady stream of requests for territory according to Sales Manager A. C. Rice. During the past ten days the following new representatives have been added to the Cyclemotor list of dealers to handle both the Cyclemotor attachment and Evans Power Cycle.

Bradford Hardware Co., Virginia, Minn.; Osborn & Co., Greenport, N. Y.; H. E. Hemenway, Granville, N. Y.; J. W. Acheson, Grand Rapids, Mich.; Fred Mattila, Nashwauk, Minn.; Carl R. Liese, Marble, Minn.; Chas. A. Norman, Hibbing, Minn.; W. E. Lively, Brainerd, Minn.

J. F. Livingston & Co., Morristown, Tenn.; Harry C. Van Aken, Kingston, N. Y.; Wadena Cycle Co., Wadena, Minn.; The Marckel Co., Perham, Minn.; Bilstad Hardware & Lumber Co., Detroit, Mich.; S. R. Tisdel, Ithaca, N. Y.; Roscoe Auto & Cycle Supply Co., Roscoe, Pa.; E. Bront, Brooklyn, N. Y.; Duluth Gun Shop, Duluth, Minn.; C. A. Jacobson, Aitken, Minn.; E. L. Frisbie, Hawley, Wayne Country, Pa.; James E. Melton, Citra, Fla.; Biwabik Hdwe. Co., Biwabik, Minn.; E. T. Sandberg, Aurora, Minn.; Lofgren & Olson, Tower, Minn.; L. W. Phillips, Ely, Minn.; Joseph Kegel & Co., Freeport, Ill.; F. C. Frost, Beacon, N. Y.; Fred A. Howard, Worthington, Minn.; Cripps & Mac Nab, New Castle, Pa., M. O. Hall, Buhl, Minn.; Anton Mahne, 128 Lake St., Chisholm, Minn.

USE DRAFT LISTS

Anderson of Cyclemotor Says Circularization of Draft Names Pays Big

ROCHESTER, N. Y., Aug. 6.—"If the act of placing in the hands of all our dealers what amounts to a certified list of Cyclemotor prospects can be construed as an injury," says President D. G. Anderson, of the Cyclemotor Corp., "then the war and conditions arising from the conflict have hurt our business.

"But judging by the results that our dealers are getting from circularizing the draft lists the country over, we can state without qualification that, while some falling off did take place as a result of the uncertainties growing out of the draft call, now that everybody knows just where he stands, the Cyclemotor business is on a steady increase in spite of the fact that some people are raising mournful cries about hard times and things in general."

FLYER FOR CANADIAN SOLDIERS

TORONTO, Ont.—At a Field Day in High Park of the Toronto Women's Volunteer Corps, Mrs. Arthur Van Koughnet, honorary president of the corps, presented a Smith Flyer to the convalescent soldiers at the Davisville Military Hospital, Toronto. The buck board was accepted on behalf of his comrades by Private C. N. Nelson, who returned home from France minus a right leg.

PEASO, OF DAYTON, ENLISTS

DAYTON, Ohio.—Theodore Peaso, tester in the motor bicycle department of the Davis Sewing Machine Company, has enlisted in the aviation corps.

MERKEL ANSWERS THE QUESTION

EAST ROCHESTER, N. Y., August 6.—Under the title "The Final Answer to the Transportation Question," the Merkel Motor Wheel Co. has gotten out an exceptionally neat and attractive folder which makes plain every feature bearing on the mechanics and the scope of applicability of the Merkel Motor Wheel. The little leaflet, which is handsomely illustrated both with drawings and halftone illustrations, is printed on heavy stock paper in two colors and is not only being mailed out in a direct advertising campaign, but is also being placed in the hands of Merkel Motor Wheel dealers for distribution to prospects.

MERKEL ACTIVITY

Dealers Lining Up and Factory Tuned to Pitch to Meet Demand

ROCHESTER, N. Y.—T. J. Everwine, who sells the Merkel Motor Wheel in Pittsburg, Pa., has attached his demonstrator to a ladies' model so that demonstration can be made to the fair sex as well as to the men.

Reports from all sections where Merkel Wheels have been delivered indicate that they have met with instant favor. James Mayo, Merkel dealer in Reading, Pa., reordered immediately upon receipt of his first Motor wheel, and has since sent several more orders. Harry F. Seamark, of Washington, D. C., has also shown his approval of Merkel performance by sending in a large batch of re-orders.

The Merkel plant is now tuned up to concert pitch and it is confidently asserted by the Merkel folk that the proposed 5,000-mark will be exceeded.

T. J. Everwine, Merkel Motor Wheel Agent, at Entrance to Highland Park, Pittsburgh, Pa.

TWO SMITH MOTOR WHEEL CHANGES

Rigid Frame Attachment and Carbureter Spray Nozzle Fitted to Latest "Bicycle Booster"; Prior Models Can Be Equipped

MILWAUKEE, Wis., Aug. 7.—Following closely its plan of adopting improvements in design as they are developed rather than waiting for seasonal announcements, the A. O. Smith Corp. makes plain that two important improvements have been made in the Smith Motor Wheel models which are now being shipped to its dealers.

Perhaps the more important of the two is a rigid frame attachment. The new attachment keeps the Motor Wheel always exactly parallel to the rear wheel of the bicycle and eliminates every last tendency towards gyration. It is made plain in the Smith announcement covering the new features that a Motor Wheel fitted with the new rigid attachment can be ridden over the roughest of roads without danger of swaying, the attachment acting to flatten out the bumps and steady the machine.

A big feature of the new attachment is the fact that by means of a couple of alignment spacers and washers in place of the frame buffer springs, prior models of the Motor Wheel can be equipped with the new device in a few minutes' time and at small expense.

The other change in the Motor Wheel is the fitment of a new spray nozzle in the carbureter in place of the former needle valve assembly. The spray nozzle eliminates the necessity for constant adjustment of the needle valve and is set to give uniform and economical carburetion. It also eliminates all tendency for the jet to clog up. Even on the dustiest of roads and after prolonged usage, it is pointed out, the spray nozzle cannot clog and the necessity of removing it from time to time for cleansing purposes is done away with.

Like the new rigid frame attachment, the new spray nozzle can be placed on prior Smith Motor Wheel models.

MERKEL DIRECTORATE

Some Widely-Known Trade Folk on Strong Board of Directors

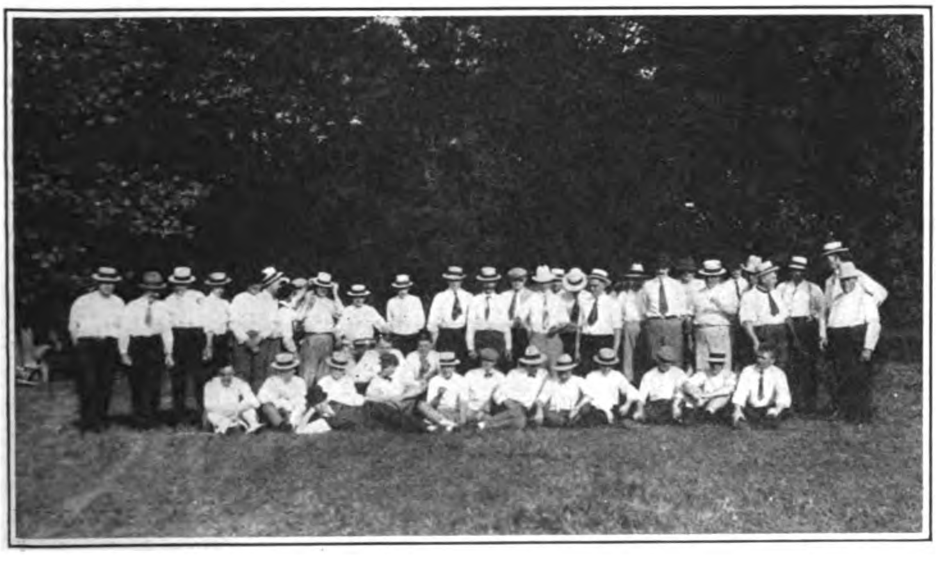
ROCHESTER, N. Y., Aug. 7.—With its plant going "great guns," so to speak, and turning out motor wheels of the Merkel variety in quick-step time, the Merkel Motor Wheel Co. has rounded out its organization and elected a strong directorate to guide its future progress.

The Board of Directors is headed, of course, by Joseph F. Merkel, president and moving spirit in the enterprise. R. A. Hoppe, vice-president and works manager, and Walter W. Shoemaker, secretary-treasurer and salesmanager, figure prominently on the board also.

J. C. Myers, of Atlantic City, capitalist and co-proprietor of the Hotel Chelsea, a 500-room hostelry in Atlantic City; J. H. Tunley, an influential member of the New York Produce Exchange; George L. Miner, the big-time cycle jobber and dealer of Rochester, and H. R. Van Deventer, who is connected with the Sumter, S. C., plant of the Splitdorf Electrical Company, complete the directorate, which is admittedly about as efficient a line-up as can be gotten together.

Demonstrators have already been shipped and a flock of re-orders has come in from such representative concerns as Howard A. French & Co., of Baltimore; Edwards-Crist, of Chicago; Pacific Motor Supply Co., Los Angeles, as well as a host of other dealers and distributors.

DAYTON FOREMEN ON ANNUAL PICNIC



DAYTON, Ohio.—It was a big day out at the Richard Club Camp last Saturday when the foremen of the Davis Sewing Machine Co. held their annual picnic. Motor Bicycles and business were entirely forgotten and even Uncle Sam's fighting aeroplanes flying over the camp from the Wright field could not induce them to talk of the war.

The club chef served them turtle soup in the morning, a chicken dinner at noon and a fish bake in the evening. Baseball games and other contests were in progress throughout the day.

A MODERN HUNTSMAN

N. E. Thompson, Manila, P. I., and His Smith Motor Wheel Outfit

MAKES 120 MILES ON ONE GALLON

SAN ANTONIO, Texas.—H. W. Wengler has well demonstrated to the local motorcycle enthusiasts that the Dayton Motor Bicycle is the real economical machine to ride. He has had his machine four months and rode 700 miles with a total cost of 27 cents a mile. He has had no trouble whatever with the machine. He says that he often gets as high as 120 miles on a gallon of gasoline.

CYCLEMOTORS FOR JAPAN

ROCHESTER, N. Y., Aug. 6.—Two hundred Cyclemotors and 50 Evans Power Cycles are now enroute to M. A. Ruisha Shokai, Yokohama, Japan, the Nippon Cyclemotor distributor. This is the third large consignment to be distributed in Japan.

QUITS PRINTING TO SELL DAYTONS

AUBURN, N. Y.—L. J. Frear has sold out his printing business in this city and has gone into the cycle business, handling the Dayton Motor Bicycle. He has already sold five machines and is going after business in such a way that he may be expected to keep up this pace all season. Mrs. Frear is as enthusiastic about the little Motor Bicycle as her husband and not only rides one for pleasure but is a fine demonstrator and is going to help Mr. Frear get the business.

BICYCLE BOOSTER IS OUT

MILWAUKEE, Wis., Aug. 6.—The "Business as Usual" number of the *Bicycle Booster*, the A. O. Smith house organ, is just off the press. The latest number of the live journal is replete with photographs of Smith Motor Wheels and Smith Flyers in use, while Sales Manager J. A. Benson has an article on southwest business.

EXCELSIOR FOSTERS GOODFELLOWSHIP SPIRIT

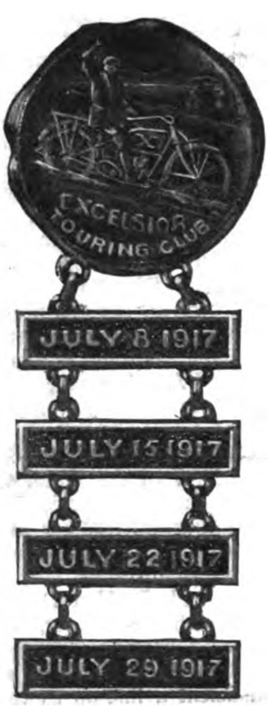
Chicago Manufacturer Launches Country-Wide Touring Club Plan; All Riders Welcomed; Medals for Participants; Silver Bar to Men Who Make Ten Runs

CHICAGO, Aug. 7.—The Excelsior Motor Mfg. & Supply Co., maker of the Excelsior motorcycle, has launched a broad gauge campaign to foster the riding and good fellowship spirit among motorcycle riders, makes of machines regardless, the country over. The plans take the shape of a vast touring club, with branches wherever an Excelsior motorcycle dealer is located, or wherever a group of riders with sufficient interest gets together and makes known to the factory its desire of participating in the company's plans.

Sociability Tours

The principles of the Excelsior Touring Club, as the large body is known, is to promote sociability runs to points of interest weekly, on Sundays, between Aug. 5 and Oct. 7, inclusive, or until ten runs in all have been held. In the event of bad weather the run scheduled for that day will be run two weeks later to avoid interference with the run scheduled for the following week. In this connection it is well to point out that the destinations of the two first runs are to be set by the dealer or the club organizer, while those of the runs following will be decided by a majority vote of those present at the initial runs, the voting affecting runs scheduled for two weeks hence.

All that is required on the part of a member is to register at an appointed place at the time of starting the first run he attends. This automatically makes him a member of the club for the rest of the season. Bronze medals, emblematic of membership in the Excelsior Touring Club, will be issued to each rider complying with the rules of the first run in which he enters, and on all runs thereafter a bronze bar, bearing the date of the run, will be issued under the same conditions.



The Excelsior Medal

The only requirement for the rider to get the medal and the bars is to register at the starting point and at the destination. The riders can "free lance" on the way home, there being no check in at the finish. The local dealers or tour managers under whose jurisdiction the runs are held will notify the Excelsior sales department on the day following the run, giving the names of the medal or bar earners, and the tokens will be forthcoming at the earliest possible date thereafter.

One of the most novel features of the plan is the fact that no hard and fast rules are to be adhered to. The boys can travel at any desired speed. Those wishing to set a pace greater than 20 miles an hour are permitted to leave early or when ready. They must, however, register at the start and destination.

Mufflers Closed

The lads who desire to stick in a bunch and travel at the 20 mile an hour pace will be given numbers and must ride in order behind the pace-maker. Club members are urged to keep their mufflers closed and obey the laws of the road at all times.

To each participant finishing the first run the bronze medal bearing the date of that run will be awarded, and on succeeding runs a bronze bar will be awarded for attachment to the medal. This bar also will bear the date of the respective run for which it is donated. All riders who participate in the ten runs will be given a tenth bar of sterling silver. Special forms of entertainment at the point of destination will be arranged at the discretion of those in charge of the local tours.

HAGAN WINS BERGEN M. C. RUN

Harley-Davidson Rider Makes Sole Perfect Score in 150-Mile Modified Endurance—Nine Riders Start

CARLSTADT, N. J., Aug. 5.—The first annual run of the Bergen M. C., of this city, was contested today over the 150-mile course, and the winner was Fred Hagan, Harley-Davidson, with a perfect score. Terry Gemppf, Henderson, was second a point behind, while Carl Gernut, Harley-Davidson, a novice rider accounted for third place.

Nine members of the club started, all but Hagan and Gemppf being new to road competition and they all finished, but the scores wouldn't look well in print.

The course led the riders over good roads, through Paterson to the first check at Pompton Plains. Leaving that place, the mountain route of the Crotona Club was tackled, the riders wabbling over the road to Green Pond and over that grass-grown trail that crosses Copperas Mountain to the second check at Ogdensburg.

Beyond Ogdensburg, the course led the field over past Echo Lake where the road gang is making a new road, and a new thrill was enjoyed by all hands when they dodged around a steam shovel, lifted machines down a five-foot bank, then ducked around piles of cement bags, cracked stone and tar barrels for several miles.

After that, the run became tame, it was all good State road into the home-check, and most of the stragglers caught up to schedule again.

CLYMER LOSES RACE WITH TRAIN

DENVER, Colo., August 6.—A bad railroad crossing just north of Ault, Colo., cost Floyd Clymer, of Greeley, Colo., Excelsior and Harley-Davidson dealer, $75 last Wednesday morning. Clymer had entered, with Walter Britton and Ed. O'Donnell, both Reading Standard riders, in a 119-mile race to Cheyenne, Wyo., with the object of beating the Union Pacific special train into the Wyoming City. A prize of $50 for the feat was offered by the Denver *Post*, while Walter W. Whiting, Harley-Davidson distributor of Colorado, offered an additional prize of $25 if the trick could be turned.

NO. BERGEN CLUB'S NEW SECRETARY

NO. BERGEN, N. J., Aug. 7.—Fred Klotzsch, 908 Savoye St., is the new secretary and treasurer of the Hudson County Motorcycle Club.

SPANISH CLEANUP

Indians Make Clean Sweep at Royal Spanish Club Meet

MADRID, Spain.—Juan Rivera, riding a 7 h.p. Indian, made the fastest lap in the championship of the Royal Spanish Motor Club, held June 24 over the Guadarama-Navacerrada circuit. His average speed was 48.33 miles per hour for the 127.7 miles of the circuit.

In addition to first place by Rivera, Angel Retana, on another Indian, was classed fourth in this event. Fifth and sixth places were also taken by Indian riders. Out of the ten starters in this class, all but one were American machines.

Jose Acebo and Augusto Aparicio, both on 3½ h.p. Indians, took first and second place respectively, in the class for light machines. Baltasar Santos, 2¼ h.p. Indian, had a runaway in the lightweight class.

MERRY STARTS GILMORE MEMORIAL

SAN FRANCISCO, Aug. 7.—Edwin F. Merry, Excelsior distributor for northern California, has started a subscription for a memorial for Bert Gilmore, of Bakersfield, who was killed when he ran into an unlighted section of roadway under repair near Los Angeles a month or so ago. Motorcycle riders throughout the State are taking well to the idea.

BICYCLE SECTION

Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

MESSENGER BOY WINS PASADENA ROAD RACE

Edwin Elledge, of Pasadena, Upsets the Dope that Messenger Boys are Slow—Takes 18-Mile Road Race in Fast Time—Six Scratch Men Finish in a Bunch

PASADENA, Cal., July 28.—For more than a score of years the Crown City, Key of the San Gabriel Valley, the "City of Millionaires," has not witnessed a bicycle road race, though bicycle races on the half-mile track at Tournament Park are featured usually at the New Year's Day "Tournament of Roses," and decorated bicycles form one section of the wonderful winter floral parade.

Today the first annual San Gabriel amateur handicap bicycle road race was conducted by Charles Fuller Gates for the United Cycle Trade Directorate and the California bicycle jobbers, working with local cycle dealers. There were 39 entries, 37 starters and 33 passed over the chalk line on East Colorado street near the great Hotel Maryland.

There was a large crowd at Central Park to see the unusual sight of starting a bicycle road race, with 15 bunches of riders sent away a minute apart, the 18 mile race having a 15-minute limit on account of the small lads who got the long marks. The scratch men were Champion Baxter, Heazlet and Nelson of Riverside, Benton and Kingsley of Los Angeles and Bob Gerwing, Jr., the Santa Ana wonder. Baxter, Kingsley and Gerwing have each won time prizes in two road races this year and all three had a blanket finish in the record-breaking 20-mile race at San Bernardino, May 12. Today as fast time was made again, the 18 miles and over being done by the scratch men in a little over 45 minutes again averaging 25 miles an hour all the way.

Edwin M. Elledge, a 17-year old Pasadena messenger boy, mounted on a Columbia, won the race from 9 minutes and made the creditable time of 49:25, winning not only first prize, but a gold watch for being the first San Gabriel Valley rider to finish and other special prize for being the first Pasadena boy to finish. Stanley Hartley, a 19-year old paper carrier, on a Dayton, beat Elledge's time 43 seconds and so won the gold watch going to the San Gabriel Valley rider making best time.

The finish of the first 25 riders with their bicycles, handicaps and times is given below:

Pos.	Rider.	Bicycle.	Hdcp.	Time.
1	Edwin Elledge	(Columbia)	9:00	49:35
2	Adolph Ziegler	(Pierce)	19:00	51:37
3	Joe Wolzak	(Golden Gate)	15:00	58:01
4	C. Sta: yer	(Yale)	8:00	50:03
5	C. C. Fox	(Dayton)	8:00	50:04
6	Eric Brindley	(Emblem)	9.00	51:05
7	Geo. Gerwing	(Reading)	2:00	46:40
8	Oscar Ziegler	(Pierce)	1:00	45:41
9	Stanley Hartley	(Dayton)	4:00	48:43
10	E. I. Hammond	(Iver-John.)	6:00	50:48
11	Everett Best	(Reading)	5:00	50:50
12	F. H. Mitchell	(Indian)	6:00	50:53
13	K. Cleveland	(Merkel)	14:00	58:56
14	Edwin Sweeney	(Columbia)	5:00	49:58
15	W. Worthley	(National)	3:00	48:07
16	Ralph Kingsley	(Pierce)	Scr.	45:00
17	Glenn A. Baxter	(Columbia)	Scr.	45:09⅕
18	Earl Benton	(Appeal)	Scr.	45:10
19	R. S. Gerwing	(Reading)	Scr.	45:10⅕
20	Clyde Heazlet	(Columbia)	Scr.	45:10⅗
21	Rose Nelson	(Iver-Johnson)	Scr.	45:11
22	Frank Weeks	(Columbia)	1:00	45:11⅕
23	P. Taylor	(Indian)	4:00	49:28
24	Russell Whitney	(Pennant)	14:00	59:30
25	Joe Tatum	(Hudson)	3:00	48:31

TIME PRIZE WINNERS.

Pos.		
1	Ralph P. Kingsley (Pierce)	45:09
2	Glenn A. Baxter (Columbia)	45:09⅕
3	Earl Benton (Appeal)	45:10
4	Robt. S. Gerwing (Reading)	45:10⅕
5	J. Clyde Heazlet (Columbia)	45:10⅗

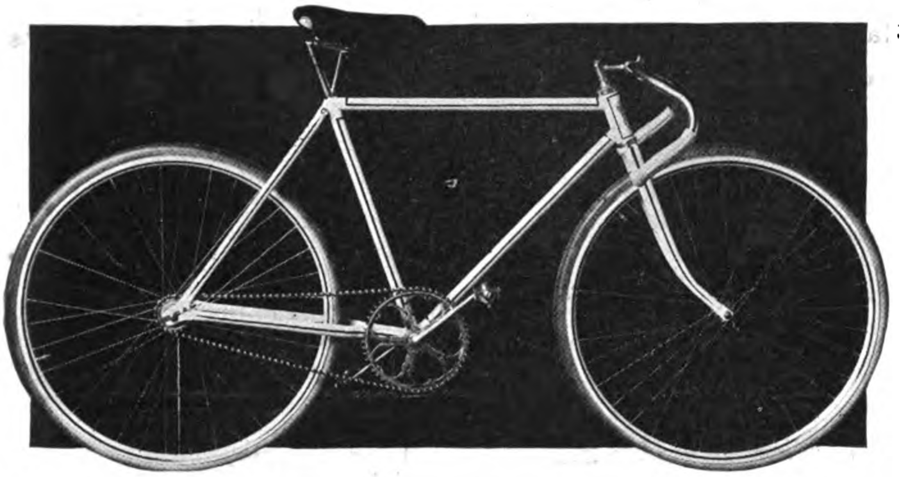
This race was really the Santa Monica road race which was to have been run from Los Angeles to Santa Monica on July 4 as it was in past years, but the Los Angeles jobbers considered the great auto travel of July 4 to the Sea, too dangerous to permit the race at Santa Monica.

A bicycle day was programmed for Pasadena on May 19, but the details of the other May bicycle day celebration kept Mr. Gates away from the San Gabriel Valley and so Pasadena's Bicycle Day celebration has been set forward to November 10.

WHERE THE BICYCLE IS EVER POPULAR

A Well-Filled Bicycle Rack at the Colorado Springs, Col., High School, Which Shows the Boys and Girls Still Love the Bicycle

NEW GREAT WESTERN RACING MODEL



Graceful Speed Model of the La Porte Company, Which Is Bound to Become a Big Seller Among Those Desiring Light Models

LA PORTE, Ind., Aug. 6.—In order to take care of the increasing demand for a racing model, which will be sufficiently heavy for road work, the Great Western Mfg. Co., makers of Crown, Adlake and America bicycles, will offer a new racer model for the 1918 season. It is the company's belief that the young men desire to eliminate as much weight as possible without sacrificing anything that is essential.

The new model is equipped with a Troxel Road Racer saddle, braced seat post, Standard racing pedals, Fisk Cord Road Racer 1¼-inch tire, high grade racing hub and ⅛ x ½-inch pitch roller chain. It is finished in white with broad black stripes on frame, fork and rims, and in interlining gold stripes. The model lists at $40. The new model is bound to be an exceptional seller and is sure to attract favorable attention.

NEW ATHERTON BRAKE REFINEMENT

Grooves on Brake Surface for Rapid and More Even Replacement of Oil—Allows of More Gradual Braking

UFFALO, N. Y., Aug. 6.—The Buffalo Metal Goods Co. have just issued an announcement that they have added another refinement to the Atherton coaster brake, which consists of a slight change in the construction of what is known as the No. 2A bronze brake shoe.

Atherton Brake Shoe

President Emerson, of the company, stated: "The Atherton success has largely been due to its simplicity and dependability. That being so, improvements must be made by refinement and added features in detail rather than radical changes of construction.

"In the construction of the brake sleeve a high grade bronze was chosen, not only because of its strength and durability but because unrelated metals brought in friction contact form a much better braking surface than would be the case of steel against steel.

"A short time ago we had an oil hole put in the No. 2A bronze to allow the lubricating of the braking surface. Now our added refinement is the oil groove which passes around the face of the brake sleeve to allow a quicker and more even replacement of the oil and a more gradual application of the power in braking."

BICYCLES FOR THE ARMY

ACCORDING to a dispatch from an American training camp in France the American soldiers are hiring French bicycles for touring to the distant environs of the camp. The efficient use which the French soldiers make of bicycles over the excellent French roads has raised the question of the possible adoption of bicycles for American couriers. Motorcycles are employed by them at present, but the high cost of gasoline is causing the bicycle suggestion to receive serious consideration.

There is no possible doubt about the rapidity, low cost and efficiency of the bicycle in war time. Most of the armies fighting in the great war have numerous bicycle corps for dispatch bearers and fighting units as well. They can carry heavy loads, such as equipment and machine guns if necessary; the upkeep is very reasonable and they can be mounted at a minute's notice. Equip a cycling unit for the American forces and they will be sure to give a good account of themselves.

RAIN HALTS GRIND

Riders in Detroit Team Race Stopped by Jupe Pluvius at 22 Hours

DETROIT, Mich., Aug. 6.—Rain called a halt to the 24-hour bicycle team race at the Belgian-American cycle track yesterday. The rain fell after the riders had ridden 22 hours, covering 462 miles in that time. The race will be finished on Wednesday night. The leading teams were Charles Piercey, Australia, and Frank Cavanagh, Newark; Tom Bello, Brooklyn, and Martin Ryan, Newark, and Floyd Krebs and Henry Werner, Newark. Francesco Verri and Michael Debaets, the Italian-Belgian team, were a lap back. The balance of the field was made up of localites.

Frank Cavanagh found the going a bit too hard and quit just before the race was called, his partner, Piercey, continuing with the leaders. Piercey lapped the field after Cavanagh hit a sulky period, but Ryan and Bello and Krebs and Werner had the laps restored on account of punctures. Debaets fell over the fence on the back stretch, but was not seriously injured. The race marked Werner's debut as a pro., he having turned to compete in the race.

SIX-DAY RACE NEXT

Newark Velodrome Will Have Two-Hour-a-Night Race Next Week

NEWARK, N. J., Aug. 7.—A six-day race run on the modified plan will be started at the Velodrome next Monday night. The rules governing the race call for teams of two riders and the race will be of two hours a night. In case of rain the time lost will be ridden on Saturday, the last day.

So far six teams have been paired for the long grind. The teams made up so far are as follows: Frank Kramer, East Orange, and Alfred Goullet, Newark; Arthur and William Spencer, Toronto; Jake Magin, Newark, and Francesco Verri, Italy; Reggie McNamara and Bob Spears, Australia; Willie Hanley, San Francisco, and Eddie Madden, Newark; Fred Hill, Boston, and Alfred Grenda, Australia. It is expected that 15 or more teams will start in the long contest.

STARS DIVIDE HONORS

Andre Perchicot, the Frenchman, and Thorwald Ellegaard, the Dane, divided the honors at a two-day meet at Toulouse, France, July 14-15. The Grand Prix de State was won by Perchicot with Ellegaard and Fournous, France, third. Bournac won the handicap with Perchicot second. Ellegaard and Bournac won the tandem race. The second day was featured with a team race, Ellegaard's team winning, with Perchicot's second. A 50-kilometer race was won by Perchicot, Fournous taking second place.

PACIFIC STOCKS NEW RACING WHEEL

Los Angeles, Cal.—Pacific Motor Supply Company has just put in a large new stock of bicycles and is doing a very active business in the pedal two-wheeler. A new jobbing wheel, the Readington Special racer, has been stocked for the first time and is expected to be a leader with the boys.

CHAMPION SPENCER OUTSPRINTS FRANK KRAMER

Toronto Man Wins in a Hard Match Race—Kramer Wins First Heat from in Front and Spencer Wins by Stalling the Former Title Holder in the Second and Third

NEWARK, N. J., Aug. 6.—There was plenty of gloom in the camp of the adherents of Frank Kramer, the former sprint champion, after yesterday's meet at the Velodrome. Frank met Arthur Spencer, the new champion, in a match and after the obituary of the race was prepared it read something like this: "Kramer won first heat, Spencer the second and third."

Since losing out in the championship races this year Kramer has had a more peaceful mind. His peaceful mind must have affected his speed and the "Old Master" was winning so regular that he was forging to the front in the all-around contest and making the youngsters look foolish in almost any kind of competition. Kramer won the big "Criterion" and then went out and in a match beat the winner of the "Omnium," a race put on to console the losers in the semi-finals of the big race, the winner being William Spencer, a brother of the champion.

Spencer "Challenged" Kramer

Arthur Spencer "challenged" Kramer to a match race and the management of the Velodrome put it on yesterday. The wise ones were all of the opinion that Kramer would win. Their hopes were high when Kramer won the first heat by going to the front and leading the new title holder home by a length or more. Spencer came back in the second and rode his own race and won by a half-length, and repeated in the third heat and put the gloom in the Kramer boosters.

Kramer assumed the lead in the first heat at about two laps to go. Just before the bell Spencer rode high on the bank to make his jump by the old champion. Kramer saw him coming and put on all speed, and going into the first turn the two cyclists came together. This bumping threw Spencer out of his stride and he never had a chance after that, Kramer winning by an open length. The timers clocked Kramer in 11⅗ seconds, the fastest time made at the track.

Champion Changes His Tactics

Spencer led into the last lap in the second. Kramer made an early bid, but the champion met his jump and stalled Frank's effort. Kramer dropped back for another go at Spencer, but the latter was equal to the occasion and although Kramer came strong in the last stretch the Toronto rider won by a half length. The last eighth was timed in 11⅗ seconds. Spencer assumed the same tactics in the third heat. Kramer made two attempts to get by but Spencer had too much speed and again won by a half-length. The last eighth was timed in 12 seconds.

Outside of the Kramer-Spencer match the feature of the meeting was the brilliant riding of Alfred Goullet, the former Australian. Goullet won the one-mile handicap from scratch, just nipping Reggie McNamara, the Australian, at the tape, and later in the day "Goullie" won the five-mile open with McNamara in second place. Jake Magin won the pro-miss-and-out, and the tandem race at two miles went to Alfred Grenda and Reggie McNamara, the Australians.

A CYCLIST-AVIATOR

Harry Horan, the Newark Velodrome Star, Who Has Joined Uncle Sam's Flying Corps

Harry Hoffman, the San Francisco amateur, and Amateur Champion John L. Staehle, who are running a neck and neck race in the amateur all-around competition. each won a race yesterday and their score in table will remain the same. Hoffman won the handicap at a half-mile from the 30-yard mark and Staehle was the last one on the track in the Australian pursuit race. Summaries:

Half-mile novice—Won by Ray Caldwell, Brooklyn; second, George Grundig, New York City. Time, 1:23.

Half-mile handicap, amateur—Won by Harry Hoffman, San Francisco, 20 yards; second, Fred Taylor, Newark, scratch; third, Benny Clark, Newark, 50 yards; fourth, William Beck, Newark, 35 yards. Time, 56 seconds.

Australian pursuit race, amateur—Won by John L. Staehle, Newark; second, Edward Byron, Australia; third, Gus Lang, Newark; fourth, Fred Taylor, Newark. Time, 7:20. Distance, 3 miles, 440 yards.

One-mile handicap, professional—Won by Alfred Goullet, Newark; second, Reggie McNamara, Australia, 15 yards; third, Alfred Grenda, Australia, 20 yards; fourth, Jake Magin, Newark, 30 yards. Time, 1:51.

Miss-and-out, professional—Won by Jake Magin, Newark; second, Eddie Madden, Newark; third, William Hanley, San Francisco; fourth, Ray Eaton, Newark. Time, 3:54⅖. Distance, 2 miles.

Two-mile tandem open, professional—Won by Alfred Grenda and Reggie McNamara, Australia; second, Tommy Smith, Newark, and Gordon Walker, Australia; third, Jake Magin, Newark, and Fred Hill, Boston; fourth, Bob Spears, Australia, and William Spencer, Toronto. Time, 3:40⅕.

One-mile match race, professional—Frank Kramer, East Orange, vs. Arthur Spencer, Toronto. First heat won by Kramer. Time, 2:57⅗. Last eighth, 11⅗. Second heat won by Spencer. Time, 2:57⅕. Last eighth, 11⅗. Third heat and race won by Spencer. Time, 3:00⅗. Last eighth, 12 seconds.

Five-mile open, professional—Won by Alfred Goullet, Newark; second, Reggie McNamara, Australia; third, Menus Bedell, Newark; fourth, Eddie Madden, Newark. Time, 10:04⅗.

COLLINS RIDES WELL

Lynn, Mass., Cyclists Make Successful Debut at the Point Breeze Track

PHILADELPHIA, Pa., Aug. 5.—Elmer Collins, of Lynn, Mass., made his debut at the Point Breeze track last night and won his first start from a classy field of cyclists. Jimmy Hunter paced Collins, who is a former paced champion, and rode a well judged race. The Lynn man was favored with good fortune and had no trouble with tires or machine.

Percy Lawrence, of San Francisco, rode a fine race as well as did Collins and he finished second back of Norman Anderson. Menus Bedell, who had Donald McDougall pace him, ran third, and Vincent Madonna, the Providence Italian, got balky and, refusing to follow his motor at all times, trailed home last. Summaries:

Three-mile motorcycle race, professional—Won by William Vandeberry; second, Billy Armstrong. Time, 2:25⅗.

Five-mile motorcycle race, professional—Won by Billy Armstrong; second, William Vandeberry. Time, 3:32⅗.

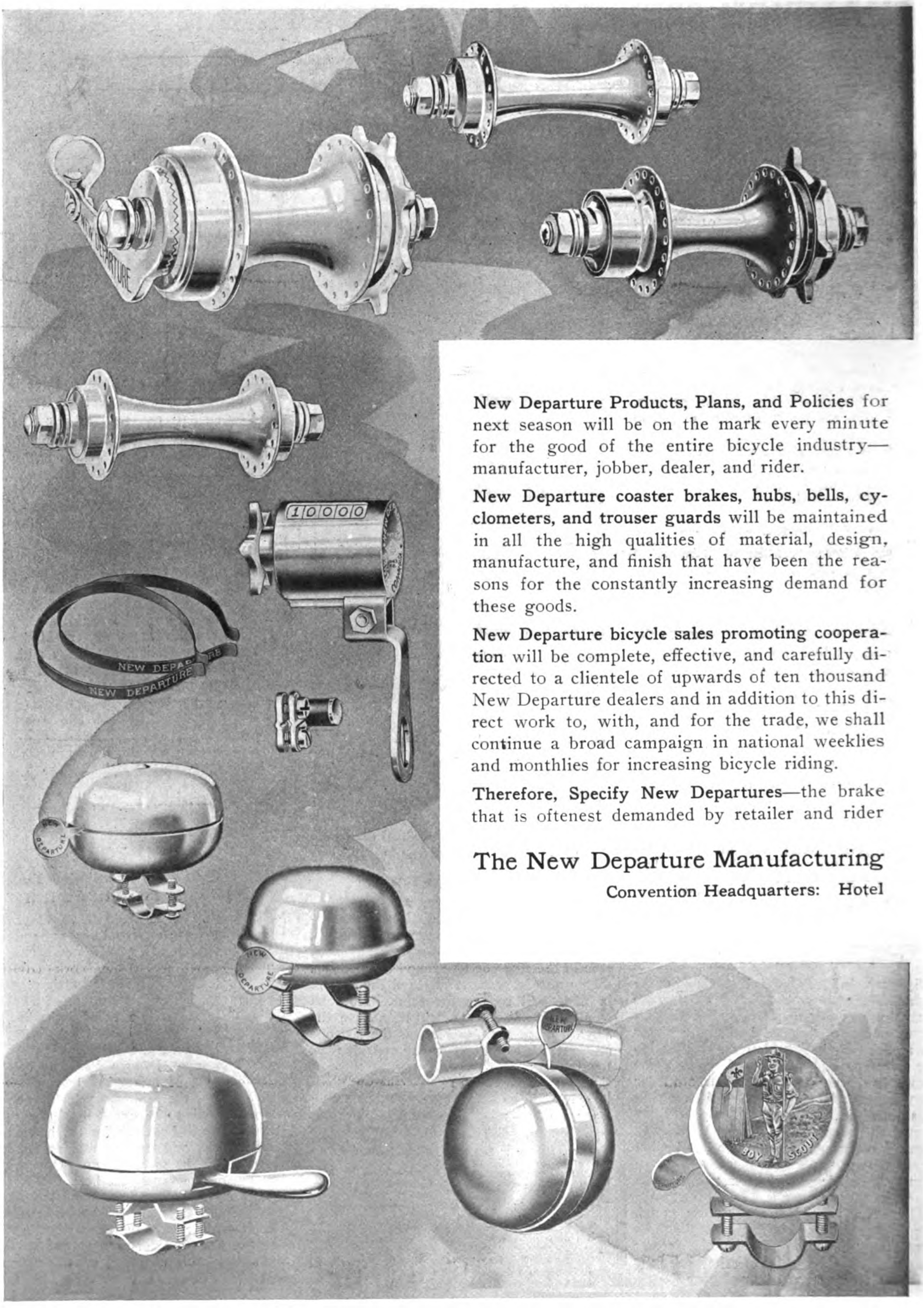
Fifty-mile motor-paced race, professional—Won by Elmer Collins, Lynn; second, Percy Lawrence, San Francisco; third, Menus Bedell, Newark; fourth, Vincent Madonna, Providence. Time, 1:02:57⅗.

BIG FIELD FOR RUN

Century Road Club Association Expects 300 Riders for Pleasure Run

NEW YORK, N. Y., Aug. 7.—Over 300 cyclists are expected to turn out for the pleasure run and carnival of sports on Sunday next. The New York Division Century Road Club Association is promoting the event with the assistance of Thomas W. Whittle, commissioner of parks in The Bronx. The run will start at Columbus Circle at 9 a. m., and the races will be held over the famous Pelham Parkway course.

A good list of prizes has been received for the race, the United Cycle Trade Directorate aiding the event in a fine manner. Cups will be given for the best decorated bicycles and the club making the best showing will be given a cup. One of the features of the races will be a contest for motor bicycles. Boy Scouts and the school lads will have events set aside for them, while the other races include a novelty race, slow race, a quarter-mile record trial, a one-mile bicycle race and a three-mile bicycle handicap. Fifty cents is the entry fee and 25 per cent. of the fees goes to the American Red Cross.



New Departure Products, Plans, and Policies for next season will be on the mark every minute for the good of the entire bicycle industry—manufacturer, jobber, dealer, and rider.

New Departure coaster brakes, hubs, bells, cyclometers, and trouser guards will be maintained in all the high qualities of material, design, manufacture, and finish that have been the reasons for the constantly increasing demand for these goods.

New Departure bicycle sales promoting cooperation will be complete, effective, and carefully directed to a clientele of upwards of ten thousand New Departure dealers and in addition to this direct work to, with, and for the trade, we shall continue a broad campaign in national weeklies and monthlies for increasing bicycle riding.

Therefore, Specify New Departures—the brake that is oftenest demanded by retailer and rider

The New Departure Manufacturing

Convention Headquarters: Hotel

New Departure Bicycle Advertising Electros and Copy
Buy a Bicycle
Price
Equipped with
New Departure
Coaster Brake
The brake that brought the bike back
New Departure
Coaster Brake
"The brake that brought the bike back!"
New Departure
The Bicycle in War

—the brake that is so well, widely, and favorably known—of long-standing popularity.

We hope to see you who attend the Atlantic City Convention at New Departure headquarters, Parlor 1007, tenth floor, Hotel Traymore.

You are cordially invited to utilize the privileges we have provided for your convenience, including a free stenographic service for promptly dispatching your telegrams and letters.

Whether you are a manufacturer, jobber, salesman, advertising man, or dealer in the trade, these privileges are freely yours.

Our portfolio exhibit will be of interest to all. See it and keep posted.

Plan to visit us during the week. A representative will be in attendance at all times during day and evening.

Company, Bristol, Connecticut

Traymore, Parlor 1007, 10th floor

The Bicycle in War
The Bicycle in War
Buy a Bicycle
Men,
and ride quickly comfortably and healthfully to and from your work
If equipped with the New Departure Coaster Brake
A little money buys the latest
C. C. Cone
116 Lincolnway West · Mishawaka, Ind.
Bicycle Window Display Suggestions
The New Departure Manufacturing Company

Buy a Bicycle
Buy a Bicycle
And build red blooded health
Bring in your Bicycle
And let us overhaul it for you
Buy a Bicycle
and add new joys to your day at work or play
Buy a Bicycle
The sturdy, steady, always ready steed that goes every where
New Departure Boosters for Better Bicycle Business
"The Brake that brought the bike back."
New Departure
Cycle-logical Ways to Health and Pleasure
Gladsome Ways of Girlhood Days
Home in Time for Dinner · Back in Time for Work
Delivering the Goods
Miles of Joy for the Bicycle Boy
The Boy and the Bike
First Aids to the Waiting

GEORGE WILEY IS MOTOR-PACED CHAMPION

Syracuse Rider Captures American Title for the Fourth Time—Defeats Lawrence, Carman and Collins at Revere Beach

REVERE, Mass., Aug. 7.—For the fourth time in his career George Wiley, the diminutive paced rider from Syracuse, won the American paced championship Wednesday night, Aug. 1, at the Revere Beach track. Opposed to Wiley in the titular race were Clarence Carman, the champion of last year; Percy Lawrence, of San Francisco, and Elmer Collins, of Lynn.

Wiley put up a fine exhibition and was easily the class of the field. Lawrence finished second almost two miles back of Wiley, and Carman finished third. Wiley won the title in 1912, '13, '15 and again this year, and in 1912 he won the world's championship at the Newark Velodrome. He is in great form and has won most of the races in which he competed this season.

McKenzie Turns Professional

Fred McKenzie, the young localite, who turned professional recently, gave the fans and the other bicycle riders quartered at the track a big surprise when he won the handicap at a half-mile and finished third in the five-mile open. Tim Sullivan, the New Havenite, won the open, and Tommy Grimm, of Newark, ran second. The amateur races resulted in wins for Marcel Berger, who won the miss-and-out, and W. R. Greenquist, who took the handicap. Summaries:

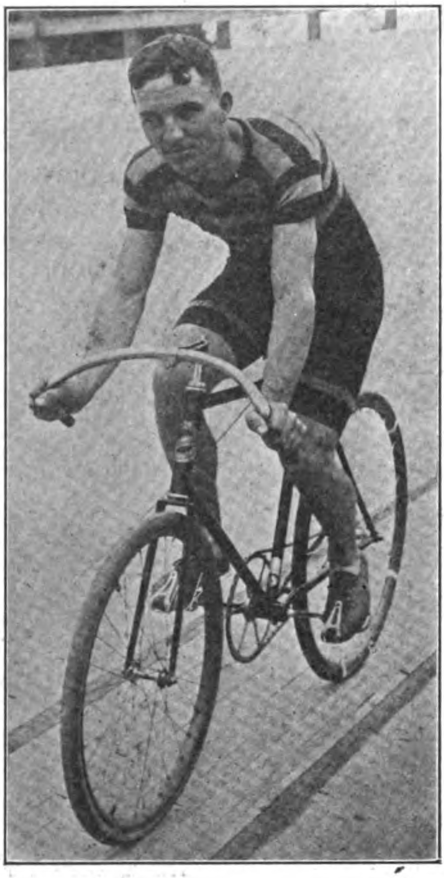
Quarter-mile handicap, amateur—Won by W. R. Greenquist, Revere, 85 yards; second, Leo Maggioli, Orient Heights, 85 yards; third, Fred Hansen, Revere, 65 yards; fourth, Wesley Barthelmes, Everett, 30 yards. Time, 27⅕ seconds.

Miss-and-out, amateur—Won by Marcel Berger, San Francisco; second, Elmer Duncan, Everett; third, Louis Hiban, New York City; fourth, William Cupit, Roxbury. Time, 3:49⅕. Distance, 1¾ miles.

Half-mile handicap, professional—Won by Fred McKenzie, Revere, 75 yards; second, Ned Chandler, Boston, 60 yards; third, Tom Connolly, Everett, 70 yards; fourth, Pat Logan, South Boston, 55 yards. Time, 56⅕ seconds.

Five-mile open, professional—Won by Tim Sullivan, New Haven; second, Tommy Grimm, Newark; third, Fred McKenzie, Revere; fourth, Lloyd Thomas. Time, 12:14⅘.

Fifty-mile motor-paced American championship—Won by George Wiley, Syracuse; second, Percy Lawrence, San Francisco; third, Clarence Carman, Jamaica, L. I.; fourth, Elmer Collins, Lynn. Time, 1 hour, 11 minutes and 29⅕ seconds.



George Wiley, the New American Motor-Paced Champion

WILEY TRIMS LINART

New Paced Champion Meets the Belgian in 30-Mile Match and Wins Handily

REVERE, Mass., Aug. 5.—George Wiley, who won the American motor paced championship last Wednesday night, made his first appearance as the "champer" in a match race with Victor Linart, the Belgian, at the Revere Beach track last night. The event was at 30 miles and Wiley won by a half-lap at the finish. Wiley was in great form and rode around Linart at the eighth mile mark and was never headed.

Frank P. Logan, a son of Pat Logan, the great father of South Boston, proved to be the class among the amateur pedal merchants at the same meet. Young Logan won the handicap at a half-mile and also finished in the money in the three-mile open. Marcel Berger, the San Francisco Frenchman, won the latter race. George Bowker, of Inwood, L. I., beat Tommy Grimm, the Newarker, in a five-mile tandem-paced race. Summaries:

Half-mile handicap, amateur—Won by Frank P. Logan, South Boston, 115 yards; second, Frank Jeehan, New Haven, 100 yards; third, William Cupit, Roxbury, 60 yards; fourth, Humbert Nontarntonier, Edmond, R. I., 105 yards. Time, 57⅕ seconds.

Three-mile open, amateur—Won by Marcel Berger, San Francisco; second, William Eager, Newark; third, Elmer Duncan, Everett; fourth, Frank P. Logan, South Boston. Time, 6:42⅕.

Half-mile handicap, professional—Won by Tom Connolly, Everett, 100 yards; second, Pat Logan, South Boston, 80 yards; third, Hugh McPartland, Boston, 90 yards; fourth, Lester Bowker, Inwood, L. I., 60 yards Time, 55⅗ seconds.

Five-mile tandem-paced race, professional—Won by George Bowker, Inwood, L. I.; second, Tommy Grimm, Newark. Time, 9:52⅗.

Thirty-mile motor-paced match race, professional—Won by George Wiley, Syracuse; second, Victor Linart, Belgium. Time, 45:04.

RACES FOR STATE FIELD DAY

MORRIS PLAINS, N. J., Aug. 7.—Two bicycle races will be added to the program of the annual field day of the New Jersey State Hospital at the new six-lap cinder track that was constructed by the patients, and which has been pronounced as one of the best in the country. The events include a high bicycle race and a two-mile event.

CANADIAN WHEELMEN'S MEET

TORONTO, Ont.—Considerable interest is being taken by civic officials of Toronto in the Patriotic Championships to be staged at the Exhibition Track, Toronto, Aug. 11, under the auspices of the Canadian Wheelmen's Association.

On the Bell Lap

BY THE VET

We hope you have a fine time at Atlantic City.

There will be a fine turnout on Sunday next when the C. R. C. A hold the pleasure run and carnival of races at Pelham Parkway.

After many postponements the Empire City Wheelmen, Brooklyn, at last started its 100-mile race. Automobile testers, however, called a halt at a little more than half way.

There is no doubt about who is the paced champion of America. George Wiley, of Syracuse, won the title race, and he has won the majority of his starts. "Gloomy Gus" is sure stepping some.

A Newark, N. J., sage predicted that the world would cease to be of any interest to anyone after 11:08 on Friday night, Aug. 3. Well, we're still here working away. Mr. Sage must have been tipped wrong.

Harry Reynolds, the veteran Irish racing cyclist, recently made his professional debut as a tenor at the Empire Theatre, Dublin, Ireland. Our contemporary, the *Irish Cyclists,* stated that Harry received a great reception.

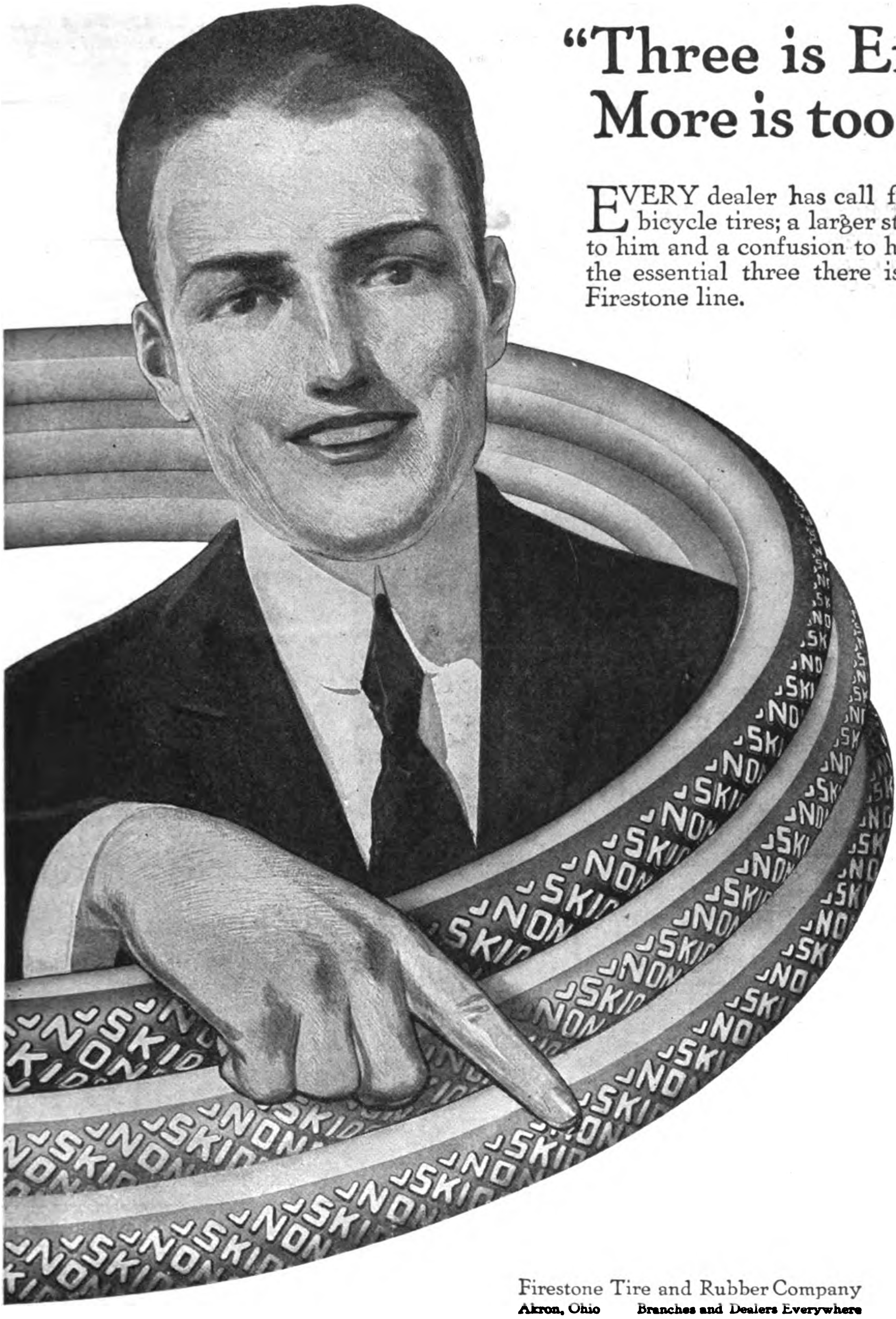
Page the stop-watch makers. Last Sunday Kramer was clocked in 11 2-5 seconds for the last eighth-mile in the first heat of his match race with Arthur Spuencer. Yet he lost the third heat and it was timed in 12 seconds flat.

We don't know who will be champion at golf down at the Atlantic City convention, but if equipment goes for anything A. J. Musselman, of the Cycle Supply & Mfg. Co., Chicago, looks as though he might have a look in.

Ali-Bi and all his little sons and daughters said that being over confident caused Frank Kramer to lose a match race at the Newark Velodrome last Sunday to Arthur Spencer. Yes, overconfidence and Arthur Spencer, Ali, is what beat Kramer.

There should be some great fun at the Newark Velodrome officials' outing, Sept. 22. Dave Russell says he is going to have stewed corn barred. Last year Jimmy Hunter broke up the outing when he outcurved a corncob on Dave's left ear.

A young Belgian paced cyclist named Verkeyn made his Parisian debut at the Parc des Princes track, Sunday, July 15, in a three heat motor-paced race. The heats were at 10, 20 and 30 kilometers (6.2, 12.4 and 18.6 miles, respectively). Verkeyn won two heats and finished second in another. The Belgian scored 4 points to 8 for Leon Didier, France; 8 for Paul Suter, the Swiss; 12 for George Colombatto, the Italian, and 13 for Leon Vanderstuyft, the Belgian.



"Three is Enough More is too Many"

EVERY dealer has call for three types of bicycle tires; a larger stock is only a care to him and a confusion to his customers. For the essential three there is a leader in the Firestone line.

There are the riders who demand the very best and strongest it is possible to buy. There are those whose needs require moderate service. And there is always call for a popular-priced tire.

If you are well stocked with Firestone Black and Red (the strongest and most reliable bicycle tire made); if you carry the staunch and good looking Firestone Blue and White, and if you have plenty of the popular-priced Firestone Red and White your service will be appreciated by customers who will ride safest, easiest and with Most Miles per Dollar.

Firestone Tire and Rubber Company
Akron, Ohio **Branches and Dealers Everywhere**

Firestone Bicycle TIRES

ENDURO ADDED TO VITALIC LINE

Continental Rubber Works Rounds Out Its Line of Bicycle Tires; Brigadier to Be Slightly Changed

ERIE, Pa., July 30.—The Continental Rubber Works has added the Vitalic Enduro tire to its well-known line of Vitalic bicycle tires. The Vitalic Enduro tire is constructed with two plies of the best Egyptian fabric frictional, with a very high grade of friction rubber and finished off with an inner tube of extra quality. The tire has white sides and a black tread, the tread design being of special block type.

Vitalic Enduro

Vitalic Brigadier

A slight change has been made in the Vitalic Brigadier tire, which this year will be offered in heavier construction than last and will have white sides and black tread in place of the gray sides and white tread in which form it has heretofore been offered. The Vitalic Cord tire and the Vitalic De Luxe tire will remain unchanged.

With these changes the Continental folk feel that the Vitalic line offers an exceptionally attractive line-up of cycle tires for the dealer in that it provides a tire within every price classification. The quality and the price range, coupled with the extensive national advertising campaign which the Continental folks are carrying out tend to make the sale of this line of tires exceptionally easy.

Vitalic De Luxe

FORCED TO HALT 100-MILE CONTEST

Automobile Tests Cause Empire City Wheelmen to Call Race at 68 Miles; Hugh Brown Is Saved Medals

BROOKLYN, N. Y., Aug. 6.—After having been forced to postpone its 100-mile race several times, the Empire City Wheelmen attempted to run the race yesterday on the Sheepshead Bay Speedway. The race was started all right, but after going about three hours and ten minutes the cyclists were ordered off the track to make room for the testing of automobiles.

At the time of abandoning the race the leaders had a fine chance of shattering the amateur record for the 100-mile record and of setting Hugh Brown back a few dollars. Brown had offered a $25 gold medal to every rider beating five hours for the distance. In the three hours and ten minutes, William Nepier and William Henky had covered 68 miles, while "Pop" Rhodes, 55 years of age, had covered 66, as had P. Kane, A. O. Lake, P. Pesch, Harry Aaron and R. A. Rom. Oscar Johnson was a slight distance back.

Secretary Robert Crawford started, and did two trips of the two-mile course and decided he had had enough. Sam Barnett stopped at 25 miles, Ben Smith at 36, R. Terry at 42, F. Seymour at 50, and Taylor Hall and Garbade at 60 miles. The first 22 miles was ridden in 59 minutes, 50 miles in 2:15:35, and 60 miles in 2:44:59. At the time of calling the race off the riders were going at slightly under a three-minute gait, and it looked as though four riders would have annexed a Hugh Brown medal.

STIMULATES RACING

Exploits of Spencer Brothers at Newark Help Toronto Business

TORONTO, Ont.—Arthur and William Spencer, the Toronto boys who have been winning fame at the Newark Velodrome, have a lot to answer for. Because of the interest taken by Toronto people in their racing achievements, a good demand has sprung up for racing bicycles. Some of the local dealers had abandoned the making of special racing models but they are taking up this feature of the business again with considerable success. L. H. Bounsall, 804 Queen Street East, did not make a racing wheel in 1916, for instance, but he has built ten already this year, the special bicycles going to young members of the Classic Athletic Club of which the Spencers are members. Returned soldiers took three of these racing wheels and are now in training along with their Classic team-mates.

It is also a fact that a number of soldiers discharged from the Canadian Overseas Army have brought back English racing bicycles with them.

MUST CLOSE SATURDAY AFTERNOON

VICTORIA, B. C.—The bicycle dealers of Victoria, B. C., have found it necessary to close their places of business every saturday afternoon as a result of the passing of a civic by-law which compels the closing of all stores without exception. The local tradesmen feel that they have been losing sales because it was on Saturday afternoons that factory employes and other workers visited the stores to buy bicycles. The dealers are trying to educate the people to make arrangements so that purchases can be made at nights during the week.

GOULLET GAINS POINTS

Newarker Passes Century Mark in All-Around Race—Staehle Still Ahead

NEWARK, N. J., Aug. 7.—Alfred Goullet, the former Australian, has passed the century mark in the contest for the all-around championship at the Velodrome track. Goullet has won 15 races, finished second and third five times each and has two fourth places to his credit. His total points in the table is 102. Second place in the race is held by Reggie McNamara, who won the contest last year. McNamara has 55 points. Frank Kramer, the old title holder, is in third place with 35 points, Kramer being five points in the lead of Arthur Spencer, who took his crown this year.

Amateurs in Close Race

By far the most interesting struggle is in the amateur division. Harry Hoffman, the San Franciscan, and Amateur Champion John L. Staehle, are still one point apart in the struggle. Both won a race at the Velodrome Sunday and as neither of them were placed in the other event their standing remains the same. Staehle has won 11 races, finished second twice, third on four occasions and fourth once. Hoffman has nine firsts, four seconds, three thirds and six fourths to his credit, he having 69 points to 70 for Staehle.

The standing of the leaders in each division is given in the following tables:

PROFESSIONALS

	1st.	2nd.	3rd.	4th.	Pts.
Goullet	15	5	5	2	102
McNamara	4	8	3	5	55
Kramer	3	4	4	0	35
A. Spencer	5	1	0	2	30
Spears	2	4	1	0	24
Grenda	1	2	4	3	22
Magin	1	2	2	5	20
Bello	3	1	1	0	20
Hanley	1	2	3	2	19
W. Spencer	1	2	2	3	18
Hill	1	2	1	2	15
Madden	1	2	1	1	14
Eaton	2	1	0	0	13
M. Bedell	0	2	3	1	13
Piercey	1	1	0	3	11
Smith	0	1	3	1	10

AMATEURS

	1st.	2nd.	3rd.	4th.	Pts.
Staehle	11	2	4	1	70
Hoffman	9	4	3	6	69
Taylor	3	9	5	5	57
Lang	3	5	6	5	47
Osteritter	5	0	6	1	38
Dotterweich	1	6	4	4	35
Byron	2	4	2	2	28
Horan	3	0	1	2	19
Chapman	0	2	3	2	14
Ciaciuch	1	2	1	0	13
Werner	0	4	0	1	13

Points—First, 5; second, 3; third, 2; fourth, 1, in open and handicap races only.

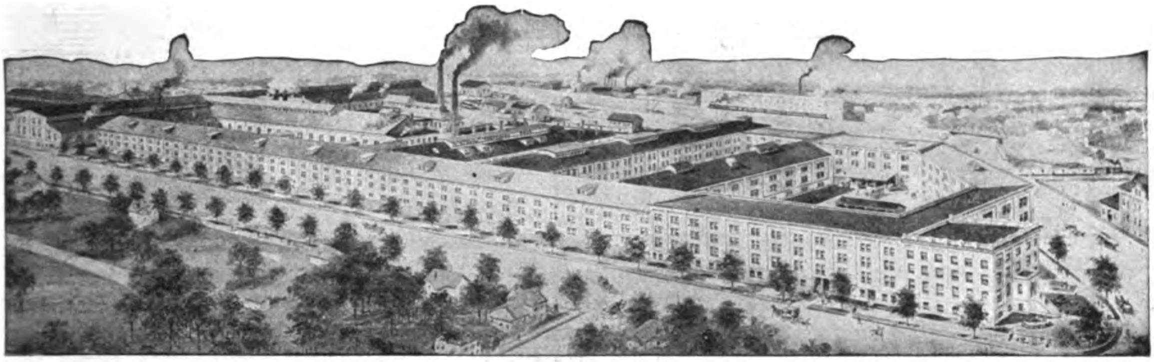
MORE JOY FOR THE OFFICIALS

NEWARK, N. J., Aug. 7.—Officials at the Newark Velodrome will take a day off on Saturday, September 22, and enjoy the annual outing of that body. The affair this year will be held at Heidelberg Park, which is located in the Maplewood section, and if this year's affair is as good as the past ones no one will have a kick coming as to good times. Gabriel J. Abieneste, better known as "Abbie," the starter at the track, is arranging the big doings for the crowd.

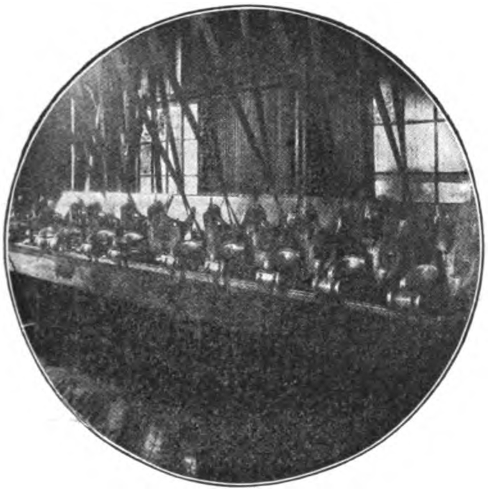
NAPA CYCLE DEALER MOVES

NAPA, Cal., Aug. 7.—Sam Delaney, bicycle dealer, will occupy a new brick building 20 by 60 feet, which is in the course of construction especially for his purposes.

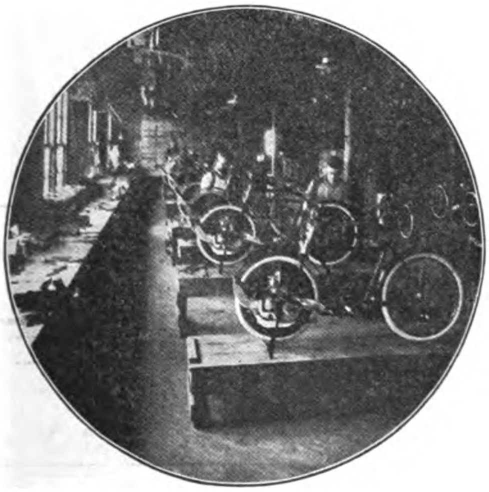
THE DAYTON MOTOR BICYCLE



THE DAYTON MOTOR BICYCLE IS BUILT IN THE WORLD'S LARGEST BICYCLE FACTORY.



A corner of the test room where every motor is made to run continuously "on the blocks" for three or four hours at high speed, and is properly regulated.



A section of the assembly room, from which the Motor Bicycles are taken out on the road by expert testers, who test and regulate them for speed and power.

The Result of Skill Acquired in 54 Years of Manufacturing Experience

The Dayton Motor Bicycle upholds the high reputation maintained for 54 years by the Davis Sewing Machine Company.

It was designed by our engineers to be a machine that would make and hold a permanent place in the motor vehicle world.

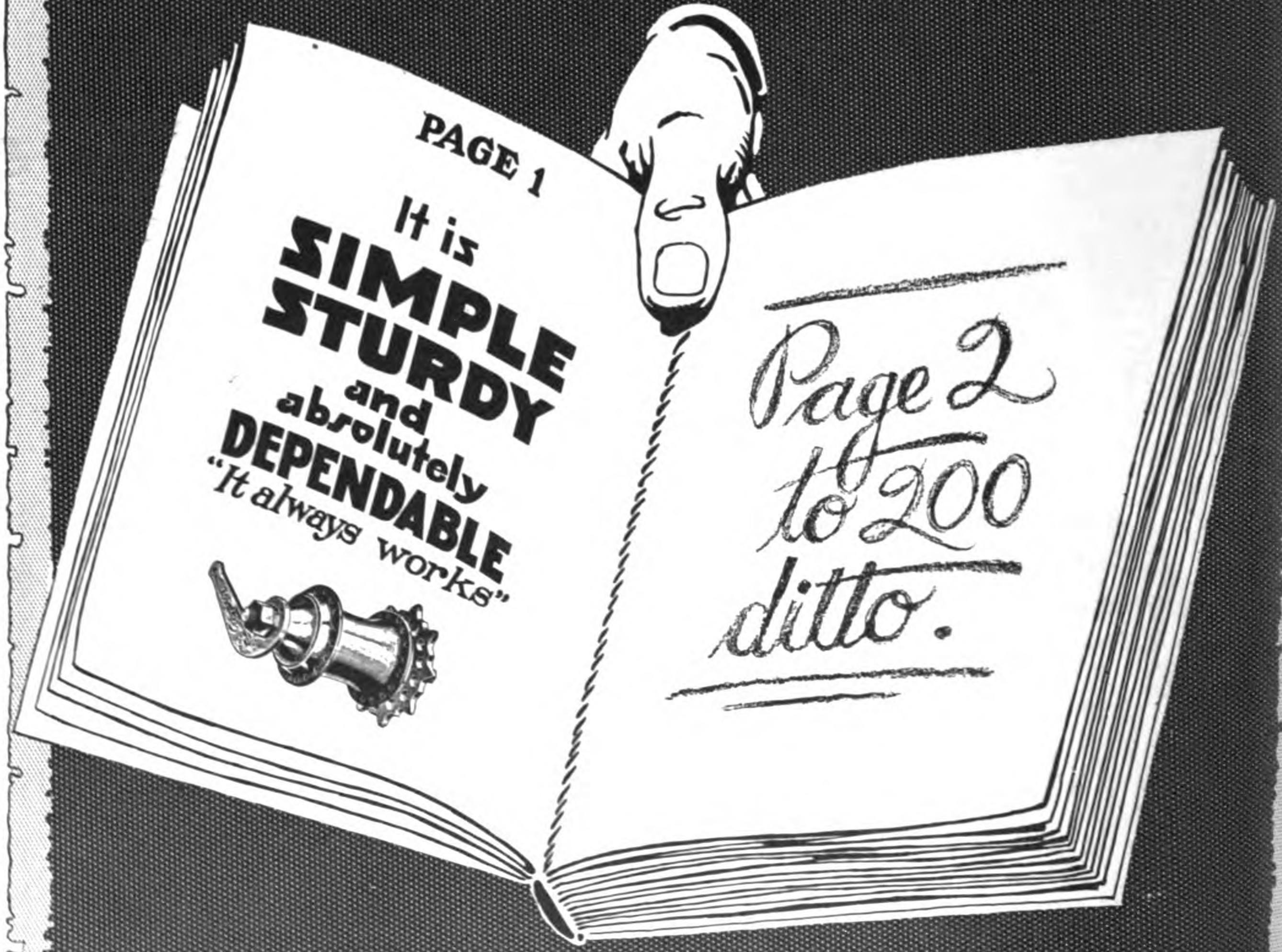
The frame, engine and many of the accessories of every Dayton Motor Bicycle are made in our large factory in Dayton by tradesmen who are filled with our spirit of manufacturing perfection.

Dayton dealers have the advantages accruing from selling machines that are made and assembled in one factory—and by the organization that puts them on the market.

The Davis Sewing Machine Co.
Cycle Department
530-540 Linden Ave. Dayton, Ohio

THE DAYTON MOTOR BICYCLE

THE WHOLE STORY
of
"ATHERTON"
success and the reason for it's continued and increasing popularity
WRITTEN IN A FEW WORDS


PAGE 1
It is
SIMPLE
STURDY
and
absolutely
DEPENDABLE
"It always works"
Page 2
to 200
ditto.

BUFFALO METAL GOODS CO.
BUFFALO, N.Y.

They Have Always Brought Profit to the Dealer and Satisfaction to the Consumer

The

CORBIN-BROWN SPEEDOMETER

There is no exaggeration in the statement that this instrument has become the standard equipment among motorcyclists of the country.

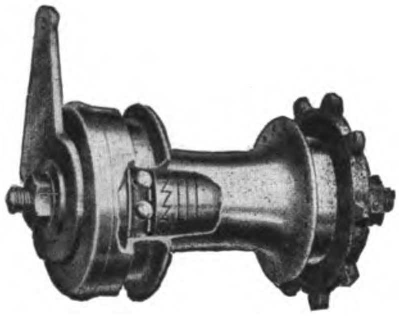
The service it has rendered in the past assures a steady continuance of sales and an inflow of profits to all who carry them in stock

The

CORBIN

DUPLEX COASTER BRAKE

This universally used brake has grown up with the bicycle and has done much to make bicycling a popular and convenient pastime.



No other brake on the market has seen the service that the Corbin Duplex has and no other brake possesses such a satisfactory reputation and is so widely equipped.

Dealers can do no better than to stock these two Corbin Products, and consumers can do no better than to purchase them. Past experience has proved this. Order from your jobber.

Catalog, price lists and discounts on request.

THE CORBIN SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successor

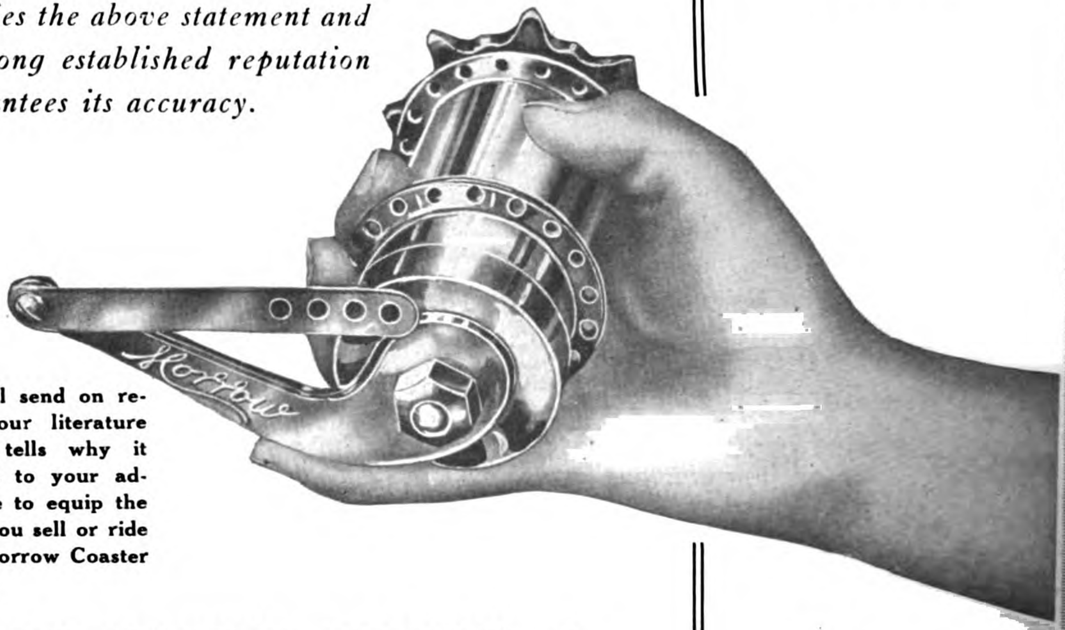
NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

MORROW COASTER BRAKE

To the manufacturer, the dealer and the rider we say again, if you will equip the cycle you make, sell or ride with the Morrow Coaster Brake you will have purchased the best braking device in the world.

Twenty years of continuous use under all road conditions justifies the above statement and our long established reputation guarantees its accuracy.



We will send on request our literature which tells why it will be to your advantage to equip the cycle you sell or ride with Morrow Coaster Brake.

ECLIPSE MACHINE COMPANY, Inc.
Elmira, N. Y.
LICENSED COASTER BRAKE MANUFACTURERS

LARGE BRAKING SURFACE

SPRING STEEL EXPANDING SLEEVE

BRONZE OUTER LINING

LARGE HUB SHELL

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE."

C. R. C. A. CYCLISTS TAKE LONG TRIP

Five Members of the New York Organization Tour Through New England—Visit Several Cycle Factories En Route

NEW YORK, N. Y., Aug. 7.—Five members of the Century Road Club Association left this city Sunday, July 15, for a two weeks' trip throughout New England. In the party were Raymond Caldwell, Joseph Caldwell and Chris Bohn, on Iver Johnson bicycles; George Steppello, on a Tribune, and Mayer Cigal, on a New England bicycle. All five used Palmer tires. During the entire tour very little bicycle trouble was encountered and the trip was one of pleasure as well as an instructive one.

Left at Early Hour

The party left here at 6:45 p. m. and they encountered roads that were slippery from a heavy dew. Albany was reached at 3 p. m. on July 16. The following day Albany was left behind at 9:15 a. m. The roads were in fairly good condition except in stretches which were under repair. After climbing the Lebanon hill, which is four miles long, Pittsfield was reached in time for dinner. After leaving Pittsfield the party climbed the Jacobs Ladder hill and reached Westfield at 8:30 p. m.

On July 18 the tourists were welcomed at the Westfield Mfg. Co.'s plant, where two hours was spent in going through the factory. After indulging in a good meal the start for Worcester was made and that city was reached at 7 o'clock that night. Tourist Butler, of the St. Louis Cycle Club, who is touring the country, was met at Worcester as well as some of the representatives of the J. W. Grady Co., makers of the New England and Red Wing bicycles.

Shortly after breakfast on the 19th the cycling tourists met Major Taylor, the old time cyclist, who encouraged the party to wait over for the Worcester Cycle Club's meet at Greendale on the 21st. This the party decided to do and they performed well in the races. Mayer Cigal ran third in the championship race to Staehle and Byron, and the C. R. C. A. team ran third in the team pursuit race.

During the afternoon of the 19th the party rode to Fitchburg, Mass., where the plant of the Iver Johnson Cycle & Arms Co. was visited. The party missed Mr. Johnson, but they were escorted through the factory by Mr. Smith, as it was an interesting study to see how Iver Johnson bicycles were made. The following day as well was spent in Fitchburg and the Simonds Saw Co.'s plant was visited. After going bathing at Whalon they left Fitchburg for Worcester to await the races on the following day.

Vacation Ended at Worcester

After the Worcester Cycle Club's meet Brohn, Cigal and Ray Caldwell were obliged to return to this city via steamer, as their vacations had ended, but Joe Caldwell and Steppello continued the tour. As the trio were leaving they met Bob Lawson, the transcontinental cyclist, who was on a business trip. Sunday, July 22, Joe Caldwell and Steppello rode to Boston and after touring around the Hub they started for Providence and arrived at the latter city at 7:30 p. m.

An early start was made from Providence on the 23d. The two hardy pedal artists left that city at 6:10 a. m. for Narragansett Pier and New London, reaching the latter city at 4 o'clock that afternoon. They caught the first boat for Sag Harbor, L. I., the following day and started home via the Shore Road, and they arrived at Bay Shore at 7 p. m. The tour ended at Jamaica, L. I., the following day.

LONG TRIP BY CYCLE

Three Vancouver Female Cyclists on Tour from British Columbia to Mexico.

SACRAMENTO, Cal., Aug. 2.—Mrs. H. B. Skidmore, Mrs. Maud Grady and her daughter, Miss Merle Grady, of Vancouver, B. C., passed through this city a few days ago enroute to Tia Jauna, Mexico, via bicycle. This is the famous three flag route traversed by motorists every summer. The three women have discarded skirts and donned regular riding suits for the trip.

The three tourists expect to travel leisurely and reach the border about September 1. It is an 1,800-mile ride and has been accomplished only by one Canadian, Edgar Stride, who made the trip several years ago. They left Vancouver June 14 and carry with them a message to the Mayor of San Diego from the Mayor of Vancouver.

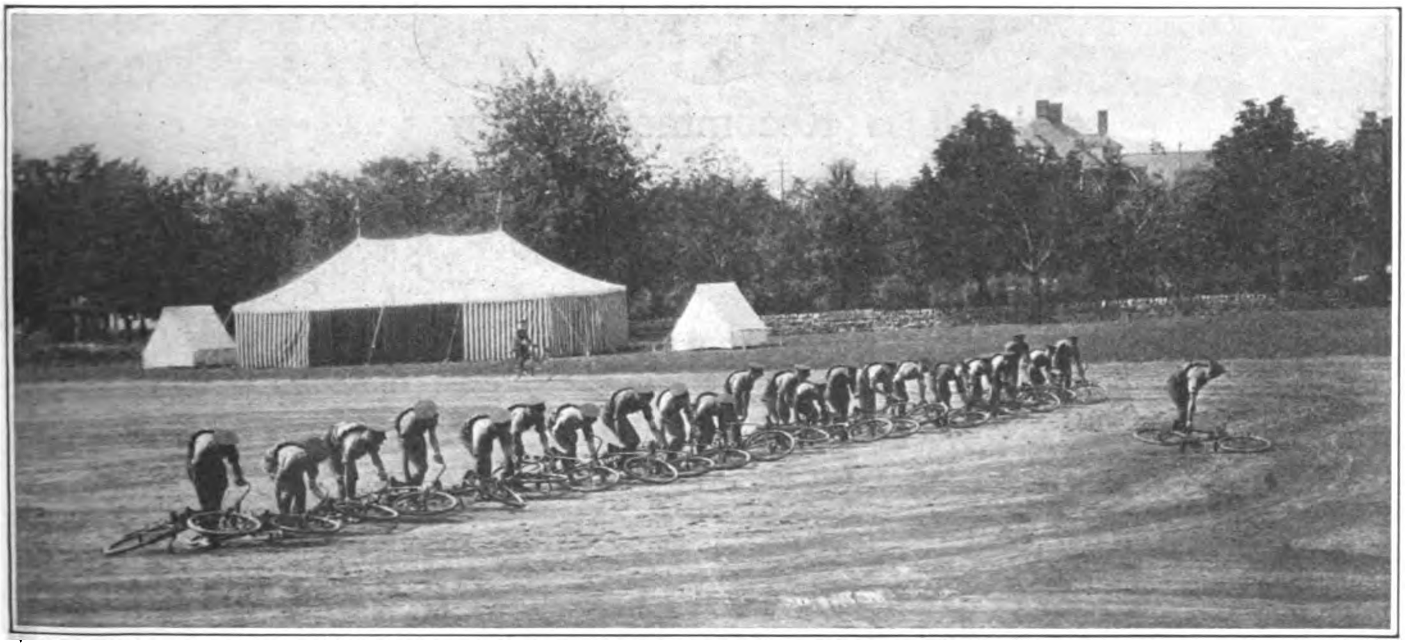
ROUND UP TORONTO CYCLE THIEVES

TORONTO, Ont.—Amateur Apaches to the number of ten, all of whom are under the age of eighteen years, were rounded up in a spectacular manner on the evening of August 2 by the Toronto police in a raid on several small huts in Parkdale, a suburb of this city. The round-up really resulted in the capture of young bicycle thieves with old records and the recovery of a number of stolen bicycles along with parts.

PUSHING CHAINLESS COLUMBIAS

MONTREAL, Que.—Canada has not seen a new chainless bicycle for a considerable number of years. The chainless models will again be pushed in the Dominion in 1918 by A. E. Bregent, the Montreal distributor, who has contracted to handle the Pope Chainless Bicycle along with other models from the Westfield factory.

TRAINING BICYCLISTS IN CANADA FOR ARMY SERVICE ABROAD



There Is More to the Work of an Army Cyclist Than Appears on the Surface, and the Riders Are Given a Thorough Preparatory Course Before Being Sent to France for Active Service

SCHAEFER WINS TWO

Acme Wheelmen's Star Takes Two of the Weekly Races on Pelham Parkway

NEW YORK, N. . Y., Aug. 6.—Ideal weather conditions brought out some interesting and fast competition in the weekly point races of the Acme Wheelmen yesterday over the Pelham Parkway. The course was 5.2 miles and Schaefer won in the Class A contest from scratch in 11.03.

C. Froh accounted for the Class B race. The standing of the leading riders for the Frank Small cup, which has been donated by the secretary, is as follows: J. Schaefer, 12 points; Joe Palmier, 12; T. Bendi, 10; Fred Woisin, 6, and E. Spillane, 2. In the Class B competition C. Froh and R. Coster are tied for the lead with 13 points.

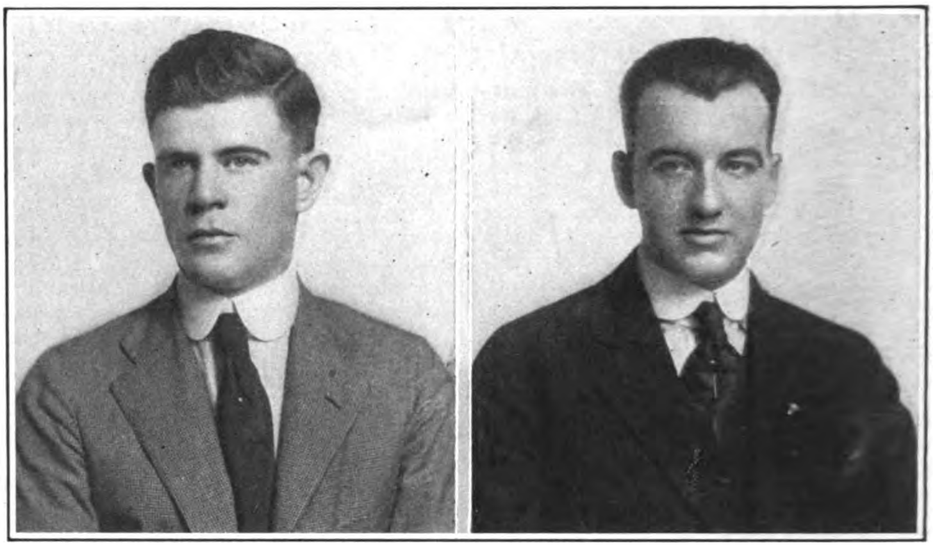
The ten leading riders in the points table for the "cork" series are as follows: Fred Woisin, 22 points; J. Schaefer, 21; C. Froh, 21; J. De Bruyn, 14; A. Reichart, 13; T. Bendi, 12; J. Amabile, 10; P. Reineke, 8; P. Lacettii, 7, and R. Ollitrault, 7. The summaries:

Class A handicap, 5.2 miles—Won by J. Schaefer, scratch; second C. Froh, 45 seconds; third, Fred Woisin, scratch; fourth, Paul Reineke, scratch. Time, 11:03.

One-mile Class A open—Won by J. Schaefer; second, Fred Woisin; third, T. Bendi; fourth, J. Palmier.

One-mile Class B open—Won by C. Froh; second, G. Amabile; third, J. Amabile; fourth, J. Scarpallo.

A LIVE PAIR OF VITALIC BOOSTERS



At Left Is Robert V. Davis Who Has Just Been Appointed as Southern Representative of the Continental Rubber Works. He Succeeds C. J. Zeffer, at right, Who Goes to California at Pacific Coast Representative

DEMAND FOR RACING BICYCLES

LOS ANGELES, Cal., Aug. 2.—Goudy-Hoffer Company have been experiencing a big run in the trade for racing bicycles. The boys have been taking them about as fast as they could be assembled, for the past few weeks. Bicycle riding as a vacation pastime and a means of getting about town has attracted a lot of new recruits.

PARIS HAS ANNIVERSARY MEET

At the Parc des Princes track, Paris, the 20th anniversary of the opening of the track was celebrated and an interesting program of events was offered the cycling fans of the Gay City. The feature of the meet was the "Anniversary Grand Prize," a 1,333-metre scratch race. Marcel Dupuy and Andre Perchicot, the Frenchman, and Thorwald Ellegaard, the Dane, qualified for the final, which was won by Depuy with Ellegaard in second place. Ellegaard with Henry Martin won the tandem race.

DUCKWORTH HEAVY SPECIAL

It is Recommended for

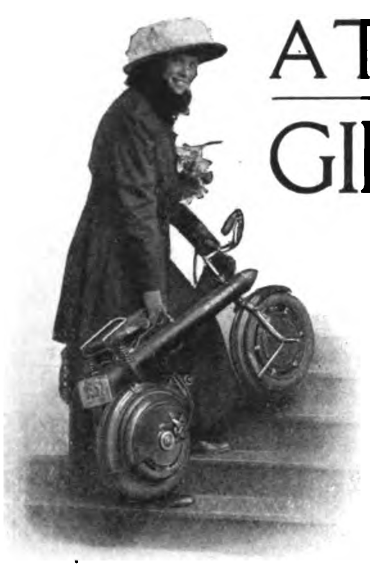
COMMERCIAL——SIDECAR——RACING

No. 75—$\frac{1}{4}$" wide, $\frac{5}{8}$" pitch. No. 175—$\frac{3}{8}$" wide, $\frac{5}{8}$" pitch

BREAKING STRAIN OVER 6000 POUNDS

TRY ONE

Duckworth Chain & Mfg. Company
SPRINGFIELD, MASS.



ATTENTION, DEALERS

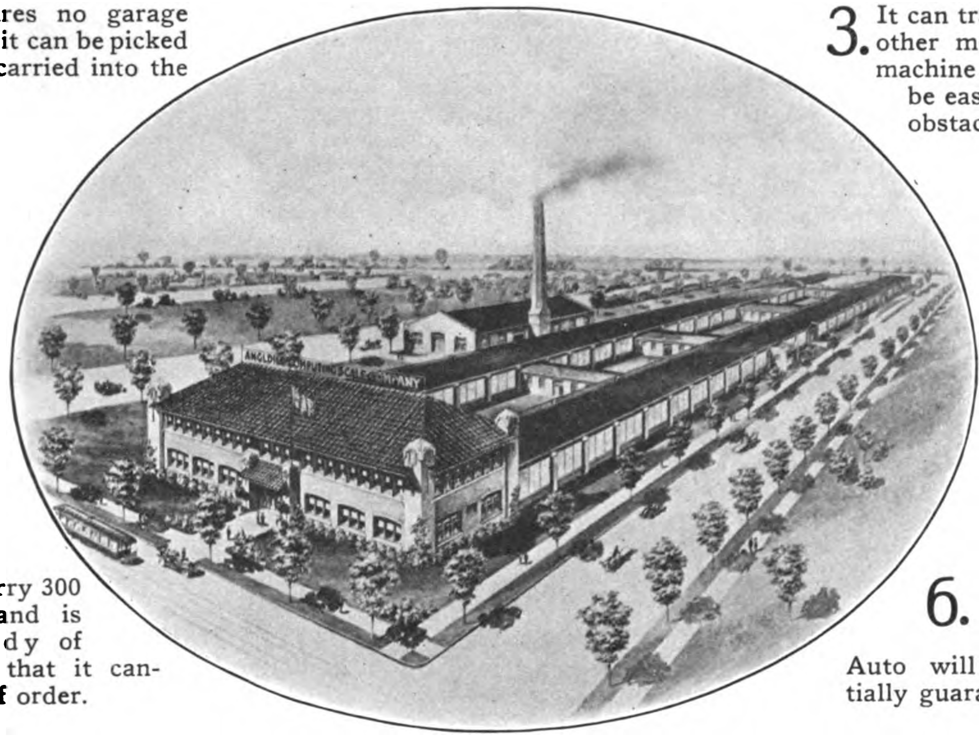
GIBSON MON-AUTO

The most profitable motor vehicle on the market is the Gibson Mon-Auto, "The Hundred Dollar Car." This is a wonderful little machine, capable of achievements that seem disproportionate to its size and lightness. You can, with perfect honesty, use these six big points as selling arguments:

1. It will make 25 miles per hour and travel 120 miles on one gallon of gasoline.

2. It requires no garage room as it can be picked up and carried into the home.

3. It can travel where no other motor driven machine can, as it can be easily lifted over obstacles.



Where the Gibson Mon-Auto Is Made, Elkhart, Ind.

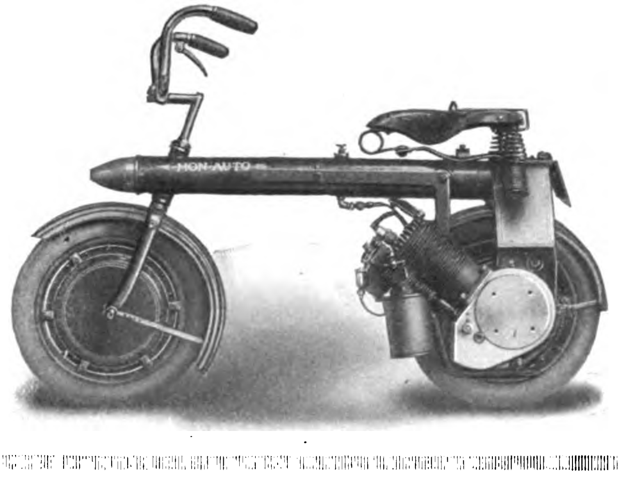
"The Hundred Dollar Car"

4. It will carry 300 pounds and is so sturdy of construction that it cannot get out of order.

6. Every claim made for the Gibson Mon-Auto will be substantially guaranteed.

5. Accident possibility is so remote as to be negligible and simplicity is the keynote of its operation.

Dealers, it will be decidedly to your advantage to communicate with us at once. Profitable agencies for restricted territories to the first established dealers that open negotiations.



GIBSON MON-AUTO CO.

WOOLWORTH BUILDING NEW YORK

KRAMER IN WONDERFUL SPRINTING FORM

Former Champion Romps Home in Front of Field in Mile Open at Newark—Referee Makes Peculiar Decision

NEWARK, N. J., Aug. 7.—Rainy weather caused the postponement of the races at the Velodrome from Wednesday to Thursday night last. A small crowd turned out for the Thursday meet on account of the threatening weather, but those who did turn out were treated to some fine sport. All except the last race were finished, and that event, a five-mile tandem-paced race, had to be halted at a little over a mile by the rain, both the principals, Alfred Goullet and Reggie McNamara, agreeing to finish the race at a future meet.

Kramer's Ride a Feature

The big feature at the meet was the ride put up by Frank Kramer, the former champion, in the final of the mile open. Kramer was in third position at the bell, but, riding like a streak, passed both Arthur Spencer and Reggie McNamara shortly after passing the eighth pole. Kramer won by three lengths with Spencer second and Goullet third. McNamara finished fourth and Bob Spears fifth.

Considerable rough work was indulged in by both Goullet and Spears and at the conclusion the referee fined each of them $10 for "rough riding." Later the referee remitted Goullet's fine, but let the fine of Spears stand. It looked very peculiar to make such a decision when both of them were at fault. Goullet claimed Spears started the rough stuff, but Goullet was just as rough as was the tall Australian.

The back markers had little show in the half-mile handicap for the professionals. Ray Eaton, 45 yards, won with Floyd Krebe and Eddie Rupprecht both on 60 yards, getting second and third, respectively. Big Al Grenda romped home in front in the miss-and-out for the same class. Peter Drobach, who must have purchased a ticket on Grenda's "train," finished second.

Amateur Champion John Staehle won the third-mile amateur handicap from scratch, and Harry Hoffman, of San Francisco, proved to have the best staying powers in the amateur miss-and-out..

The summaries:

Third-mile handicap, amateur—Won by John L. Staehle, Newark, scratch; second, Gus Lang, Newark, 5 yards; third, Fred Taylor, Newark, scratch; fourth, Charles Osteritter, Newark, 10 yards. Time, 37⅗ seconds.

Miss-and-out, amateur—Won by Harry Hoffman, San Francisco; second, Edward Byron, Australia; third, Charles Osteritter, Newark; fourth, Henry Werner, Newark. Time, 4:15⅗. Distance, 2⅙ miles.

Two-mile invitation, amateur—Won by George Chapman, Newark; second, Jerry Nunziata, New York City; third, Frank Small, New York City; fourth, William Beck, Newark. Time, 4:47⅗.

Half-mile handicap, professional—Won by Ray Eaton, Newark, 45 yards; second, Floyd Krebs, Newark, 60 yards; third, Eddie Rupprecht, Newark, 60 yards; fourth, Fred Hill, Boston, 25 yards. Time, 52⅕ seconds.

One-mile open, professional—Won by Frank Kramer, East Orange; second, Arthur Spencer, Toronto; third, Alfred Goullet, Newark; fourth, Reggie McNamara, Australia. Time, 2:54⅕.

Miss-and-out, professional—Won by Alfred Grenda, Australia; second, Peter Drobach, South Boston; third, Eddie Madden, Newark; fourth, Fred Hill, Boston. Time, 4:42⅘. Distance, 2⅓ miles.

CYCLES AT CANADIAN EXHIBITION

TORONTO, Ont.—According to the first list of exhibitors for the Canadian National Exhibition, Toronto, August 27 to September 8, there will be no motorcycle displays in the cycle section of the Transportation Building, but there will be a number of bicycle, accessory and tire exhibits. Those who have already contracted for space include the Canada Cycle & Motor Company, Limited, Toronto; A. E. Bregent, Montreal; Hyslop Bros., Ltd., Toronto; Planet Bicycle Company, Toronto; Dunlop Tire and Rubber Goods Company, Goodyear Tire and Rubber Company, and the Canadian Consolidated Rubber Company.

C. R. C. A. RIDERS ENJOY TRIP

NEW YORK, N. Y., Aug. 6.—Several members of the Century Road Club Association left Columbus Circle yesterday morning for a trip to Paterson, N. J. The start was made at 9:30 and the route carried the cyclists across the ferry at 42d street, through Palisade Park, Fort Lee and Hackensack. The return trip was completed at 7 p. m., and the total distance for the day was 56 miles. After arriving at Paterson a side trip for bathing and boating was taken. The start for home was made at 4 p. m., and the return route carried the riders through Englewood and the Palisades.

STANDARD PEDALS

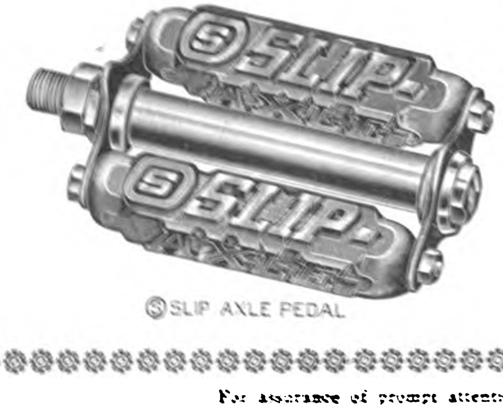
AND DIAMOND E

SPOKES NIPPLES

have reached the pinnacle of achievement in their respective lines. Riders and dealers have come to look upon Standard Pedals and Diamond E Spokes and Nipples as essential to the success of their pleasure or business.

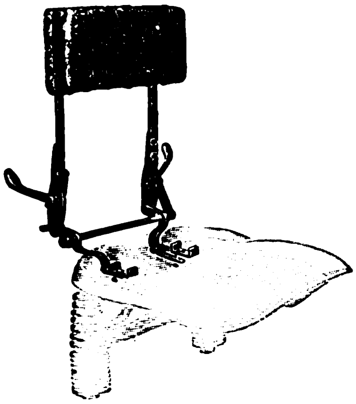
Write for our literature and dealers' proposition

The Standard Company
TORRINGTON, CONN.

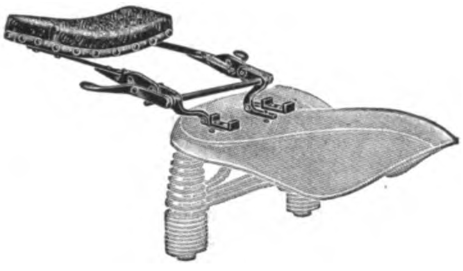


SLIP AXLE PEDAL

STANDARD No. 3 MOTOR CYCLE PEDAL



UPRIGHT



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"WEED" FOLDING BACKREST

"Rest While You Ride"

Have you tried a "WEED" FOLDING Backrest on your motorcycle? If not, you have failed to derive the full amount of COMFORT from motorcycling. You wouldn't think of using an automobile without a back to the seat, yet it is just as unreasonable to ride a motorcycle without the proper back support.

Don't take our word. Ask any rider who is using a "WEED" FOLDING Backrest. He will give you a true verdict.

The "WEED" is easily attached to the two bolts underneath the saddle. Specify make of saddle when ordering.

Sold only by reliable jobbers and dealers.

Reeps Manufacturing Company, 50 CHURCH ST. NEW YORK

K & C

LOCK JOINT WOOD RIMS

For

Bicycle, Sulky and Cart

QUALITY IN EVERY DETAIL

Manufactured by

K & C Manufacturing Company HENNIKER, NEW HAMPSHIRE

HONORS DIVIDED ON ROCHESTER GRADE

Rochow, Harley-Davidson, and Ubelacker, Indian, Split the Trade Riders Honors; Brasch and Koeberle Best Amateurs

ROCHESTER, N. Y., Aug. 6.—Honors were fairly well divided in the third of a series of hill climbs which the Rochester motorcycle dealers promoted yesterday on West High hill just outside of the city limits. The event had been well advertised with the result that when the riders were done with the preliminary trials the full 800 foot length of the course was bordered on both sides with spectators who reached the scene by motorcycle and automobile.

The most interesting event of the five which graced the program was the free-for-all, in which the use of traction devices and abnormal gearing was permitted. It proved an easy win for Arthur Rochow, astride a Harley-Davidson, who obtained the necessary traction to carry him up the better than 60 per cent incline by means of a rear tire shod with a wide steel band with welded tractor plates.

Second place went to Ubelacker on an Indian, who reached a point just shy of the top of the hill, while Louis Minotti, on a Henderson, came in for third money.

Ubelacker managed to get the edge on the other riders in both of the events staged for trade riders. In the class for machines with 12 to 1 gearing minimum he managed to beat Rochow out by a couple of feet, but nearly lost the event to Merritt Mitchell, Henderson, who actually made the full ascent of the incline. As Mitchell had run off the course at a point well below Rochow, however, that point was taken as his maximum climb, according to prearranged rules, time. Third place went to Karl Herman on an Indian.

In their first trials in the even with 16 to 1 minimum gearing, both Ubelacker and Rochow topped the hill; but in the runoff Ubelacker managed to get slightly the best of it, neither reaching the top the second time. Third place went to Karl Herman.

There were two events for amateurs, one with 12 to 1 minimum and the other with 16 to 1 minimum gearing. Andy Brasch on a Dayton won the former handily from Ed Koeberle, Indian, and Pete McFarland, Harley-Davidson, who finished in the order named. The 16 to 1 event went to Koeberle, Indian. Second place was won by Boheen on an Excelsior and third by Brasch on his Dayton.

SEATTLE PICNIC

Second Indian Pow Wow of Season Draws Crowd to American Lake

SEATTLE, Wash., July 26.—Indian riders reported such a good time at their picnic at American Lake that other riders said, "Gimme some of the same," and planned a run which was held today. As usual upon arrival everybody forgot the make of machine he was riding and became a pure and simple motorcyclist.

Some brought their lunches, others paired to a nearby hotel and squared up with the "inner man." After lunch swimming and boating on American La the other side of which is the site of of the largest military camps in the U. S. During the day several despatch riders duty rode by on their Harley-Davids which were delivered recently. A few turned home early in the evening, but majority stayed late. When it became someone brought forth an accordion the crowd danced on the grass for an h The return trip was made after dark

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PREST-O-LITE ADDS TO PLANT

INDIANAPOLIS, Ind., August 6.—Two ad tions to the plant of the Prest-O-Lite C maker of Prest-O-Lite tanks and light paraphernalia, have just been completed The cost approximates $150,000 and 10,0 square feet of additional floor space is pro vided.

WE HAVE A COMPLETE LINE OF PARTS FOR

Pierce Motorcycles

We can now supply dealers and riders with Pierce Motorcycle parts in quantities to meet any requirement. Prices will be furnished upon receiving your specifications. We are the only house carrying a full collection of Pierce Motorcycle parts.

BAKER, MURRAY & IMBRIE, Inc.

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PROGRESSIVE CYCLE & AUTO SUPPLY CO.

81 Chambers Street and 63 Reade St. **New York City**

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HEADQUARTERS FOR

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Defender Truss Bar Bicycles

Princess Racing Bicycle

PALMER ADVANCED tires are the first choice of racing men, who know them for their sterling qualities. There are three distinct types of bicycles with different refinements and equipment designed to meet all varied individual tastes but all containing the identical high grade material and manufactured by the same skilled workmen.

DEALERS

We are offering to our dealers a line of bicycles and specialties for which there is already a steady demand and on which splendid profits are realized.

Princess racing bicycles open a new field for this moderate priced fine racing wheel.

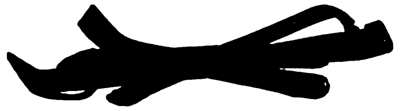
OUR CATALOGUE SENT TO ESTABLISHED DEALERS ON REQUEST

THE SYMBOL OF SATISFACTION

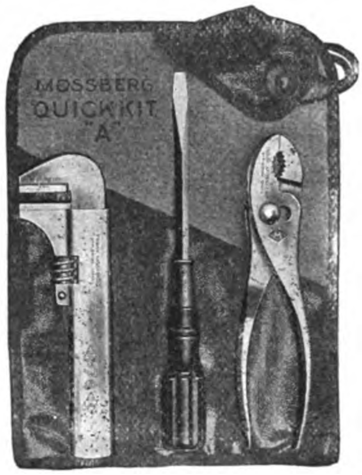
Mossberg Tools give Constant, Continued Service and Satisfaction to both Rider and Dealer

Motorcycle Set No. 715

With hardened openings 5/16" to ¾" and Alligator jaw. Four thin wrenches of finest steel, in canvas kit................PRICE 56c.

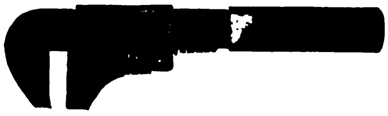


These No. 710 Tire Irons save sore fingers and bad tempers. In duck case..PRICE 28c.



Quick-kit "A"

The three handy tools furnished in this canvas kit will make 95% of your adjustments. Notice the sturdy build of each tool. ....PRICE COMPLETE $1.40



Sterling No. 30 Wrench

For heavier, all-round work the "Sterling" line with oval steel-grip handles, is first choice. No. 30 Mottled finish......PRICE 96c

Motorcycle Set No. 5

**These sets contain five sockets and offset handle to fit all types of machines.
PRICE COMPLETE $1.10**

WRENCHSMITHS FOR 20 YEARS. **HAVE YOU THE CATALOG 192-C?**

FRANK MOSSBERG CO. Attleboro, Mass., U. S. A.

"BUSINESS AS USUAL"

Since the last Bicycle and Motorcycle Convention at Atlantic City August 1916, there have been more

MOTT STEEL RIMS

used than during any previous year.

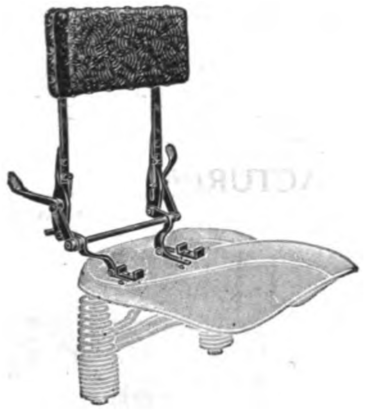
There's a Very Good Reason

THE MOTT WHEEL WORKS UTICA N.Y.

NEW WEED FITTING

Reeps Mfg. Co. Brings Out Improved Attachment for Persons Saddles

NEW YORK, August 4.—By way of facilitating the attachment of the new universally-renowned Weed folding backrest to Persons saddles of the type used on the Henderson and also the Pan Dandy saddle fitted to the Thor and some other machines, the Reeps Mfg. Co. has gotten out a new style fitting known as Model P.



New Weed Fitting

The new fitting is considerably improved over the old model, and is, of course, interchangeable with either the Model T or Model M fittings, which have heretofore been supplied on the Weed folding backrests used on the respective Persons saddle models. The new fitting is fully described in a new little leaflet which the Reeps Mfg. Co. is now getting out.

CORBIN OFFERS SPEEDOMETER LIGHT

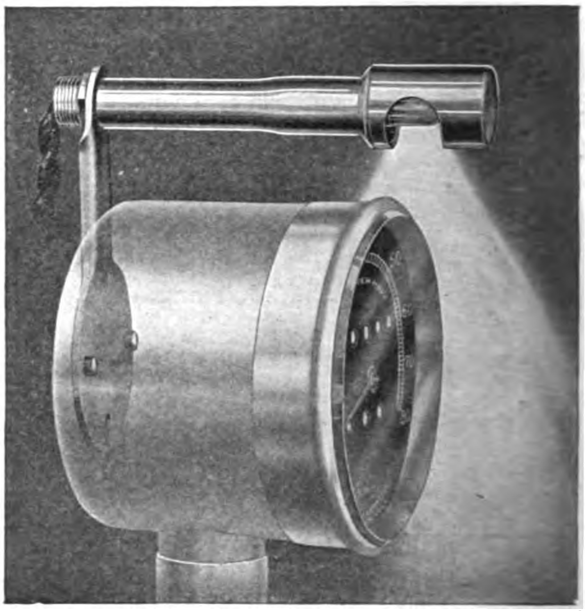
Neat Little Electrical Attachment Designed for Use With Corbin-Brown Instrument Only; Sells for $2.50

MOTORCYCLISTS who find enjoyment in night riding will welcome the newest device designed for making after-sundown riding pleasurable and convenient.

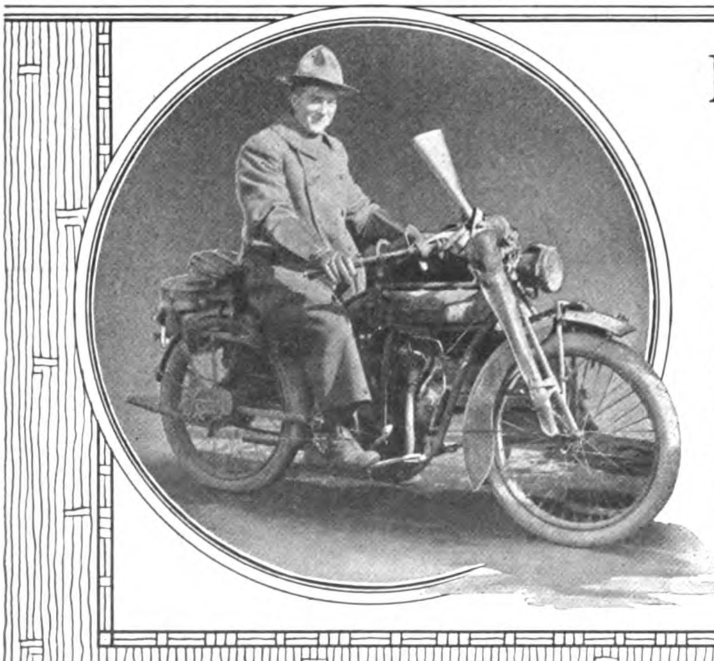
No longer is it necessary to stop the machine and haul out a box of matches in order to read your Corbin-Brown Speedometer. Now you simply look at this well-known indicator while jogging along the city boulevard or the country road and find its big figures plainly illuminated by the electric light attachment which glows down upon it. In following a road map at night the speedometer with its electric light attachment is indispensable.

This device is designed for use only with the Corbin-Brown Speedometer, marketed by the Corbin Screw Corporation of New Britain, Conn. It is fastened securely to the back of the instrument by the same screws that hold the speedometer to the head bracket.

It is neat in appearance, compact, and throws a brilliant illumination on the dial just where it is needed for quick and clear reading. Simple and durable, it is easily attached, never in the way, and consumes but little current. It retails for $2.50, and can be attached to any Corbin Brown Speedometer with a minimum of trouble and in short order.



Corbin-Brown Speedometer Light



FAFNIR

MOUNTED on an Indian Motocycle, Private Rollins of the 74th Regiment, Buffalo, N. Y., covered more than 7200 miles as a dispatch rider on the Mexican border.

Furthermore, this Indian Motocycle was the only motor-driven vehicle to finish the "big hike" when the soldiers covered 112 miles in 13 days, marching much of the time through mud and water that was knee-deep.

Upon returning from the border, the Fafnir Ball Bearings installed in this machine were found to be in perfect condition.

The Fafnir Bearing Company
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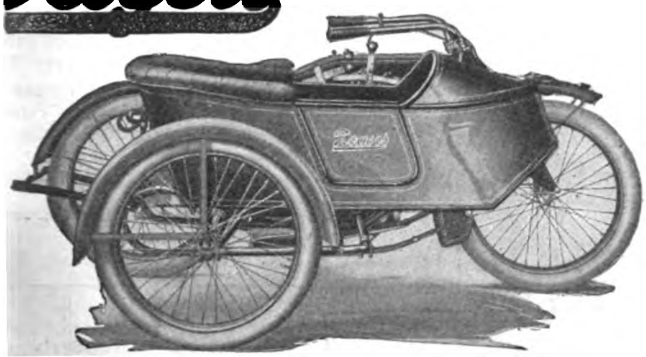

Rogers

Model M, $80.00
F. O. B. Factory

TAKE A WEEK OFF

Get a ROGERS, Side by Sidecar for your motorcycle, throw your tent and camping outfit into the front, take your best pal with a rod and some grub and then "git."

Get away out into the country and spend a week in some shady forest beside a cool, purling brook, some brook alive with the finny tribe.

You'll come back a new man, full of pep, try it.

But, remember you'll want comfort and strength in your Sidecar on the trip out and back. You'll find them both in the Rogers Side by Sidecar and that's the one to buy.

A Sidecar to fit every make or model of motorcycle.

ROGERS MANUFACTURING CO.
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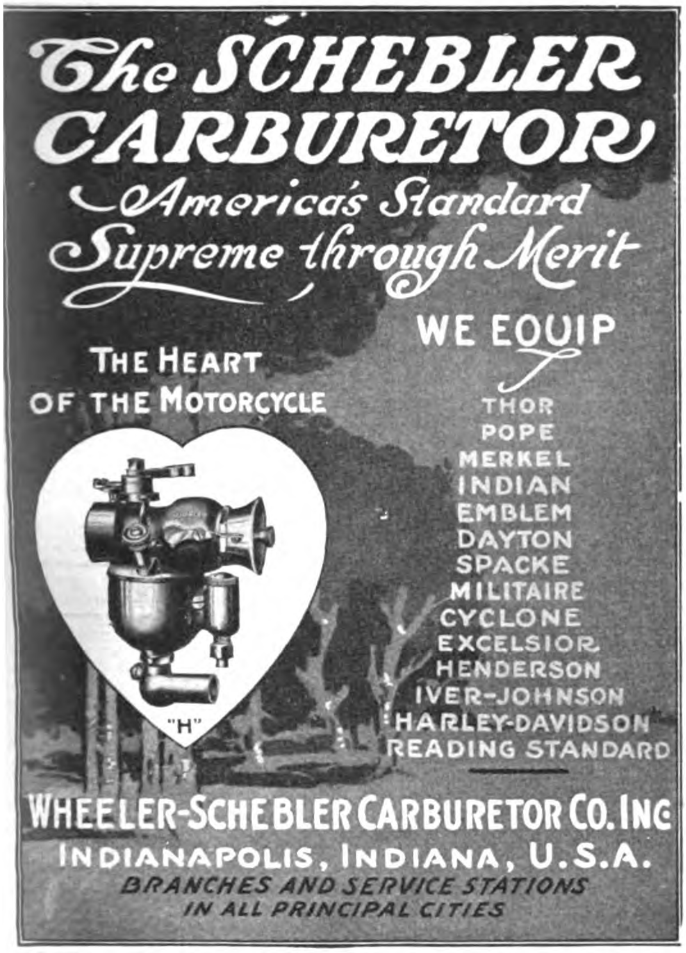

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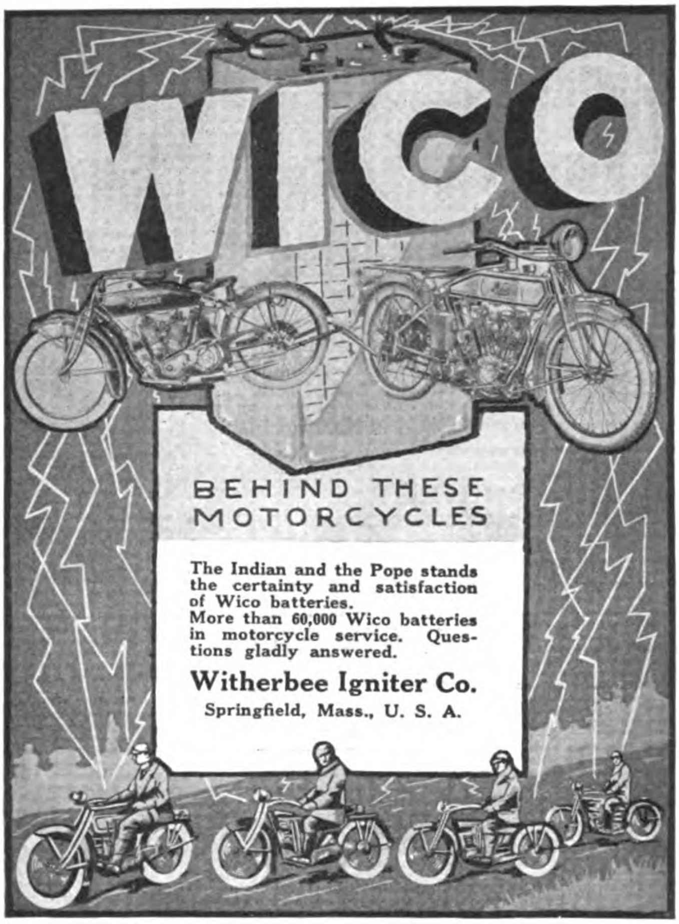

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The Indian and the Pope stands the certainty and satisfaction of Wico batteries.
More than 60,000 Wico batteries in motorcycle service. Questions gladly answered.

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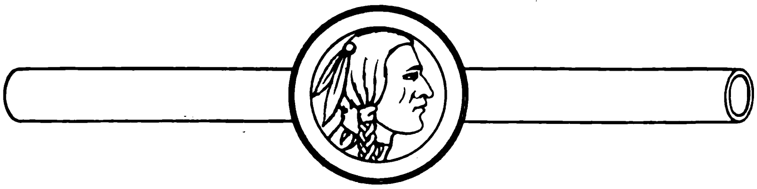

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Sidecars and parts in stock for all machines
Special attention to dealers.
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Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experiences.
HARLEY-DAVIDSON SALES CO.
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WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

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Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
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STERN BROS. *INDIAN*
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"BOB" BRAZENOR
Brooklyn Distributor
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Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan
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WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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LONG ISLAND

INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 406J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
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THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.
Eastern Distributors
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MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN
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SMITH MOTOR WHEELS
CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
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COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION
HREE CENTS A
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Classified Advertisements

MORE THAN ONCE
TWO CENTS A
WORD PER ISSUE

FOR SALE

**)R SALE: Used motorcycle parts good as
, for all makes of machines. These parts
not taken off because they are worn out.
business is wrecking motorcycles in per-
condition; that is how all our parts are
ined. We have nearly all the old orphan
ts, also large lot of complete motors, rebuilt
orcycles, magnetos, carburetors, sidecars, de-
ry vans, rear cars, accessories, and, in fact,
rything pertaining to motorcycles. Motor-
le Parts Mfg. Co., Chicago, Illinois.**

**OR SALE—A first-class motorcycle and bi-
le business. A six years' established business.
prove to be a paying business. Have
ncy for leading machine. Have good reasons
selling. Will sell for cash or part down.
particulars write P. F., care Motorcycle and
ycle Illustrated.**

VANTED to buy a 1916 or 1917 Remy Gen-
tor for Harley-Davidson twin motorcycle.
erner's Motorcycle Garage, 534 Main Ave.,
ssaic, N. J.

FOR SALE—Henderson, 1916, two-speed, run
s than 2,000 miles, fully equipped, like new,
75. Harley twin, 1913, excellent condition,
esto tank, new lamp, runs like new, $85. In-
an lightweight, two-cycle, three-speed, run but
ry little, 1916 model, $85. 1915 twin lightweight,
esto tank and lamp, $100. One brand new two-
eed Hub Eclipse make, 36-spoke, never used,
5. Many other bargains. Write us for list.
losing out all used motorcycles; installing new
ulcanizing plant. Jones, the Motorcycle Man,
5 Gratiot Ave., Detroit.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FULLY equipped all-weather 1916 Powerplus Indian with Bosch magneto. Chains, saddle and lamp are new. Extra parts. $165.00; $25.00 deposit; balance C. O. D. L. E. Fowler, Loudonville, Ohio.

CYCLONE 12 h. p. overhead valve twin, 1916. Good as new, was $265. For quick sale $100. Would send C. O. D. Subject to examination on receipt of $10. T. A. Rick, 637 Main St., Buffalo.

FOR SALE—Harley-Davidson in A-1 condition, equipped with good tires, Presto tank, headlight, horn, extra tool box, Stewart front speedometer, new Stoll tandem, $160. "D," care Motor Cycle & Bicycle Illustrated.

REAL BARGAINS—My twin Indian and sidecar. also splendid single Harley, all for $135. New single Indian, $68. All fine. Howell, 217 Chestnut St., Evansville, Ind.

MISCELLANEOUS

WANTED—Sidecar for Flying Merkel, in good running condition. State lowest price and full particulars. J. Niclaus, 2070 Belmont Ave., Bronx, N. Y.

BUSINESS OPPORTUNITIES

BICYCLE RIDERS—Make money. Repair your own tires. Also your neighbors.' Eliminate puncture troubles. For $1.00 we will send you enough "PUNCTURE CURE" to repair 25 Bike tires. Fix them for $.04 each. Boys are making from $2.00 to $6.00 a day. Start a good business for only $1.00. Poughkeepsie Paint Co., 184 Church St., Poughkeepsie, N. Y.

HELP WANTED

HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—One or two young fellows experienced in the Bicycle and Motorcycle Accessories line, to wait on dealers. City Supply Co., 56 Warren St., New York City.

WANTED—Experienced man to pack and ship bicycle and motorcycle accessories. Bicycle repair man preferred. City Supply Co., 56 Warren Street, New York City.

Surest Grip

THE gripping angles of toughest rubber come far down the sides providing for every road emergency. See your dealer. He can supply you.

Firestone
MOTORCYCLE TIRES

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
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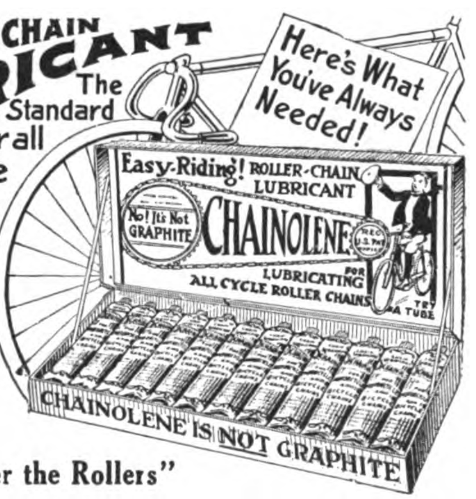
ROLLER CHAIN LUBRICANT
The Standard for all Cycle Chains


Here's What You've Always Needed!
Easy-Riding! ROLLER-CHAIN LUBRICANT
No! It's Not GRAPHITE
CHAINOLENE
LUBRICATING ALL CYCLE ROLLER CHAINS
CHAINOLENE IS NOT GRAPHITE

Adds Life to Chains

"Gets Under the Rollers"

"CHAINOLENE" MAKES GOOD

Experienced Riders of both Bicycles and Motorcycles are keen for better chain lubrication.
To the best of our knowledge "CHAINOLENE" has never failed to satisfy its users as a chain lubricant on Roller Chains. It has been used on Auto Truck Chains for the past six years almost everywhere.

REMEMBER THIS—

"CHAINOLENE" positively **does not** contain any graphite. It is something different and is new to the average cyclist.

THIS PROVES QUALITY

The two largest Motorcycle Manufacturers are recommending "CHAINOLENE" to their Dealers. Ask either of them in fairness to us.

NOW—IS THE TIME

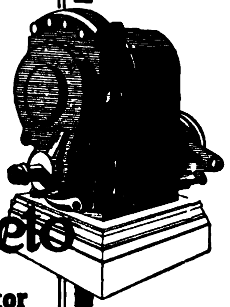
Order a box of each size. Large tubes for Motorcycles and small size for Bicycles. Put up in handsome display boxes.

BE PREPARED ! !

CHAINOLENE MFG. CO.
617-619 FULTON ST., CHICAGO, U. S. A.

Worth More

Does More



The
Berling Magneto

Just ask for it on your next motor
Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.

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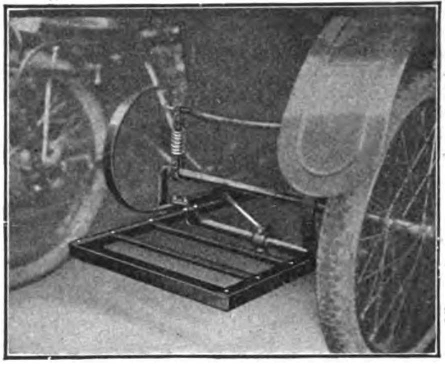

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SAFETY SHOCK ABSORBERS
Per Pair $1.00
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At Your Dealers.
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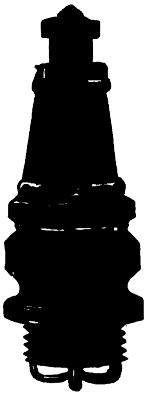


BENTON

CASE HARDENED SPARK PLUGS

are so sturdy of construction that it is almost impossible for them to get out of order or break. When next ordering try Bentons and be convinced.

L. F. BENTON COMPANY
Vergennes, Vt.

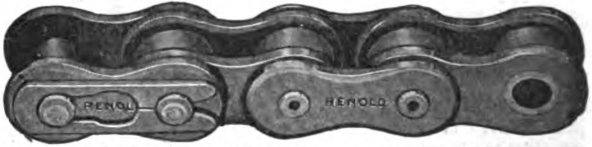
H·R

RENOLD

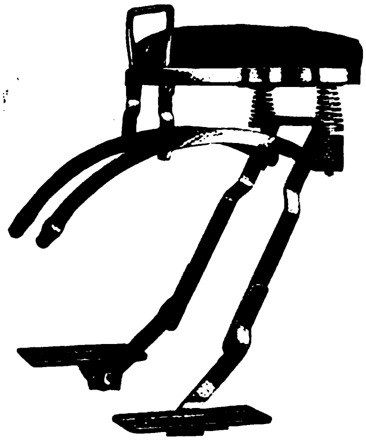
MOTORCYCLE CHAINS

7100	¾" Pitch 5/16" Wide
7143	⅝" Pitch ¼" Wide
7144	⅝" Pitch ⅜" Wide

For over a quarter of a century the makers of Renold Chains have been putting 100 per cent. material, labor and brains into their product and for the same length of time the users have been getting 100 per cent. satisfaction.



Peter A. Frasse & Co., Inc., 419 Canal St., N. Y.



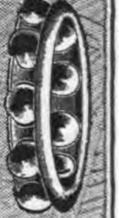
Specify F-N

Don't just ask for "a tandem." Protect yourself. Be sure your machine is "F-N Equipt."

Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT, MICH.

Wherever Ball Bearings are used you will find



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Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.

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Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
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Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

A SALES HELP FOR EXCELSIOR DEALERS

Below is reproduced an article by A. Ludlow Clayden, which appeared in Automobile and Automotive Industries, issue of August 2nd, 1917.

This article, coming as it does from a publication devoted primarily to the interests of the Automobile, should prove invaluable in getting the favorable attention and confidence of those prospects who are unable to decide between a cheap automobile and an EXCELSIOR Motorcycle.

Room For More Motorcycles

Value of Motorcycle Not Appreciated in America—Will Low Maintenance Cost Bring It Into Its Own in Future?

By A. LUDLOW CLAYDEN

AMERICA is the only country in the world where automobiles are used extensively that has so small a proportion of motorcycles in the total of self-propelled vehicles. To European visitors the comparative absence of motorcycles from our roads is a never-ending source of surprise and no man with a wide experience of both motorcycles and automobiles can escape the conviction that there is something wrong somewhere. To give the motorcycle the least favorable case, it can be stated with positive assurance that for the use of two people in fair weather the motorcycle and sidecar will give the same service as a two-seated car at not more than one-quarter the cost. For those who love speed it can only be surpassed by cars costing well up into the thousands of dollars, and it is a little-realized fact that a sidecar is vastly more comfortable than the majority of full-sized automobiles.

Motorcycle Combination Very Handy

Nor is it all a matter of economy. The motorcycle combination is greatly more handy. It is more easily housed and much quicker to get in and out of a garage, it is less trouble to use for short distances than a car, especially in the neighborhood of cities, owing to its smaller size and consequent ability to work its way through traffic. It is for this reason that so very many fairly wealthy owners of cars in England and sundry other countries keep a motorcycle in addition to their cars. For touring or long journeys the latter is used, but for all the ordinary short journeys the motorcycle is called into play. Also the intense "life" of a motorcycle, its rapid getaway and its hill-climbing ability cause it to appeal strongly to the class of man who normally likes to use a powerful roadster.

It seems that this sort of customer has never, in America, had the virtues of the motorcycle made clear to him. Either the right sort of sales policy has not been followed or the appeal to the other class of rider has been made so strong that the well-to-do individual has been led to believe the motorcycle is beneath him.

On Plane with $2,000 Car

A good motorcycle and sidecar together may cost more than a cheap automobile in the first instance, but they cost so very much less to operate that men who can just scrape together the $400 or so are able to maintain the motorcycle without too great a drain on their incomes. On the average the motorcycles now being made are comparable in engineering quality and in workmanship with such cars as sell from $2,000 upward, which means that they are thoroughly durable and do not wear out all over in the way that some of the cheap automobiles will do in 10,000 miles of running. This means that depreciation is nothing like so rapid and also that a thorough overhaul which will render an old machine almost as good as new again is not prohibitively expensive.

It is for these reasons that men of strictly limited means have found motorcycles such good investments. Of course the capacity is limited to two full-grown people, but many thousands of men do not want anything larger; in fact the touring car which will hold five or more is rather apt to force entertainment expense upon the owner unless he fills it with his own family.

To get the better grade of customer, to convince the man who can afford a full-size car that the motorcycle is also an attractive proposition, is work for a high grade of dealer with good business standing. There are many such handling motorcycles exclusively, but not nearly many enough for the size of the country. It needs to be driven home that selling motorcycles is much more like selling cars than pedal cycles. A bicycle is sold like any piece of merchandise which a department store can handle, but a motorcycle needs the follow-up of garage and supply facilities which are essential adjuncts to the automobile dealer's establishment. A motorcycle is merely a type of automobile with a special appeal to two or three classes of purchasers, and it is this that has not been recognized as it should be.

The Excelsior records stand out as a salient proof that of all good Motorcycles, EXCELSIOR is the leader, and for this reason entitled to first consideration in the mind of the prospective purchaser.

EXCELSIOR MOTOR MFG. & SUPPLY CO.

3703 Cortland Street **Chicago**

BLUE STREAKS
TRADE MARK REG. U. S. PAT. OFF.

Better Bicycle Tires Cheaper
Bring a Bigger Bicycle Business

GOODYEAR dealers are learning, to their great satisfaction, that the movement for *better bicycle tires at lower prices,* as pioneered by Goodyear Blue Streaks, is bringing thousands of bicycle riders back to this fine, healthful sport.

And, in the same proportion, their bicycle and bicycle tire business is growing day by day.

In every community there have been hundreds of wheels laid up with flat tires. Riders often gave up bicycling because they grew weary of getting unfair tire value. That was before they knew Goodyear Blue Streaks.

Goodyear's new policy of simplifying the making and selling of bicycle tires changed all this. Folks are coming back to their wheels.

And Goodyear dealers, who are identified with this widely-read, square-deal policy campaign, are getting the benefit in largely increased sales.

Are you profiting from this advertising?

The Goodyear Tire & Rubber Company, Akron, Ohio

GOODYEAR
AKRON

Parents Welcome These New Savings on Goodyear Blue Streak Bicycle Tires

The Goodyear Blue Streak plan of making and selling better bicycle tires cheaper pleases everyone—boys and girls as well as their mothers and fathers.

Economical buying is always sensible when the article bought does not sacrifice quality through the saving. And, especially so today when all America is practicing thrift.

The money saved by buying Goodyear Blue Streak Bicycle Tires, at $3.25 each, will come in very handy with prices of everything so high.

Why should any rider pay more when, for $6.50, he may own a pair of Goodyear Blue Streaks which in quality will match many other tires at $10.00 per pair? And Blue Streaks are usually better than tires selling at the same price.

Goodyear gives you these savings by making only one tire—standard quality, always the same. This cuts factory costs. Then Goodyear saves you more money by selling direct to the Goodyear dealer in your town. That cuts out the needless handling-profits that are added to other tires you might buy.

Make these savings yourself. You are entitled to them. See the Goodyear dealer in your town. Or write to the Goodyear Tire & Rubber Co., Akron, Ohio, for his address.

BLUE STREAKS

Trade Mark Reg. U. S. Pat. Off.

BOYS and girls who ride on Goodyear Blue Streak Bicycle Tires do not go to Dad so often for tire money.

Durable Tires Mean More Miles

Goodyear Blue Streaks are built for maximum wear. They are rugged and strong. Tough treads give them extra long life. Two reinforcing, under-tread strips guard against punctures. And the two-ply tire body is of stout, enduring fabric. Goodyear Blue Streak wear will be a glad surprise to you.

Pedaling Is Easy on Lively Tires

There's no grinding leg-work on Goodyear Blue Streaks. These tires are made springy and active with light, pliant fabric. The two-ply tire body is laid in lively rubber. Your legs will thank you when you change from heavy, clumsy tires to these lively, resilient Goodyear Blue Streaks.

AND fathers are pleased. For careful buying is one of the first lessons of good business.

No Side-Slips on These Non-Skids

Speed up, if you wish, on your Goodyear Blue Streaks. You needn't fear side-slipping any more, because the Goodyear non-skid tread takes care of that. Tough blocks of rugged rubber bite their sharp edges together and carry you safely. Press your thumb on the Blue Streak tread. *Feel* the "bite."

Smart Looks Help Your Wheel

Then you have handsome appearance, too. Goodyear makes your Blue Streaks smart-looking to match the fine quality within. Look for the bright Blue Streak on the side. You can point proudly to these tires anywhere you go.

GOODYEAR

AKRON

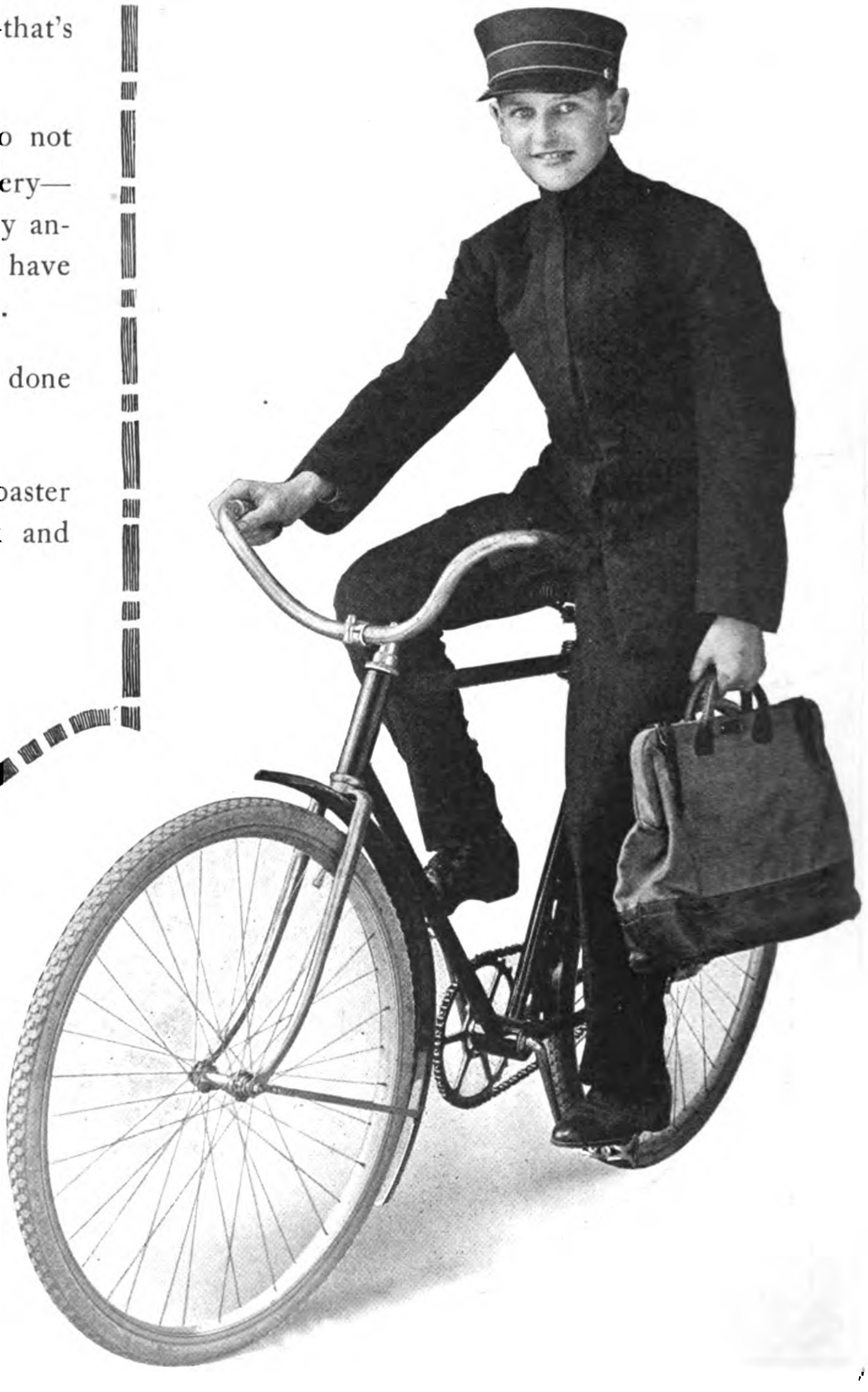
I am the Mail Boy—

"Mail—right off the bat—that's my motto.

Big concerns like ours do not wait for the regular delivery—every minute counts. Speedy answers and prompt shipments have built our successful business.

The bicycle gets my job done quicker and better.

The New Departure coaster brake just halves my work and doubles my fun."



Large concerns are not the only people who use bicycles in their business and who save time and money with them.

Our "Merchants Folder" is the result of much experience and contains just the arguments you need to sell this class of customer. We furnish them absolutely free printed with your business name and address.

THE NEW DEPARTURE MFG. CO
BRISTOL CONNECTICUT

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

Makes his Accessories Pay All Expenses

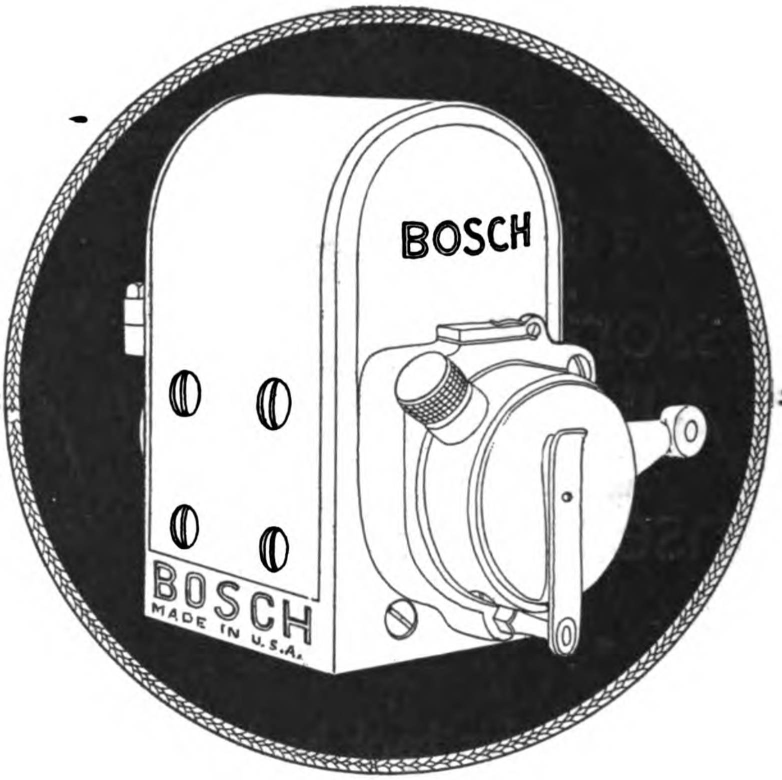
"I saw his bank book while here and it shows he should clear $8,000 this year," is the report of our salesman.

This dealer started out "on a shoestring" only a couple of years ago. He has just completed the erection of a $40,000 building that will enable him to triple his business next season.

The profits on his accessories have paid his expenses so that his motorcycle sales profits are clear velvet. He attributes his success to the fact that he is handling the Harley-Davidson line.

Harley-Davidson Motor Co.
Milwaukee, Wis.

Manufacturers of high-grade motorcycles for sixteen years.



BOSCH

Gives You the Most for the Money You Pay

THE manufacturer that provides you with a Bosch-Equipt motorcycle gives you the most for your money, not only because he actually pays more for Bosch than he would for any other ignition system he could select, but because the material and workmanship in the Bosch Magneto are such that it is bound to serve longer and better than any other system now being offered —look and judge for yourself. The motorcycle maker pays more —the material is better, the workmanship more exact, the number in use greater—all these facts are the reasons why you get the most for your money when you buy a Bosch-Equipt motorcycle.

Be Satisfied

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

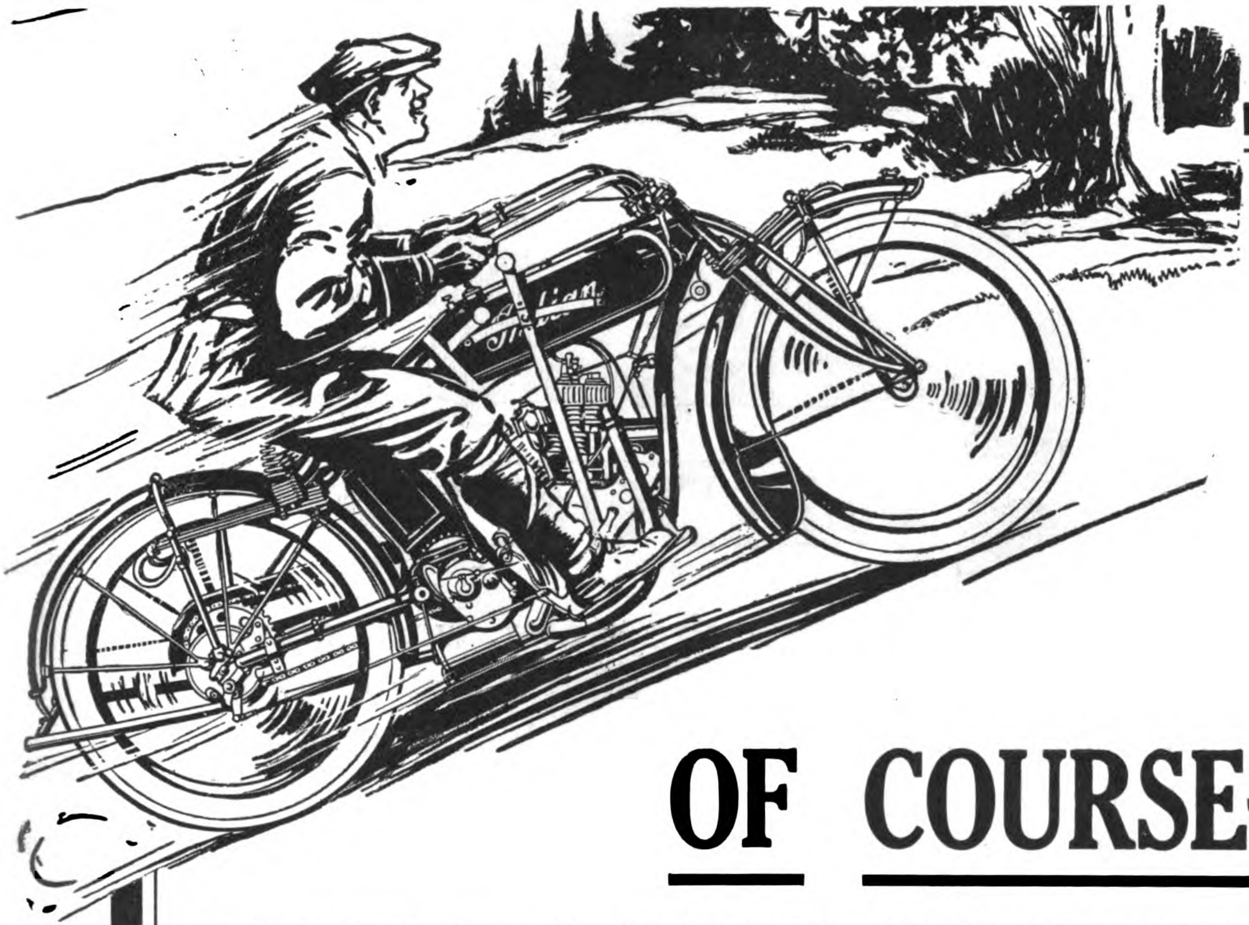
Specify Bosch

BOSCH MAGNETO COMPANY

206 West 46th Street -:- -:- New York

CHICAGO DETROIT SAN FRANCISCO

Service Stations in Every State



OF COURSE—

INDIAN'S FIRST!

Indian Wins!

With the same consistency as in all important hill climbing contests of 1917, Indian Powerplus gave the same stellar performance at the hill climbing contest of the Utica (N. Y.) A. C., held on the famous Richfield Spring Hill, August 11th.

Before a crowd of nearly 10,000 people, a 1917 Indian, driven by Frank A. Brennan, tore up this long, winding, power-defying grade in 47 3/10 seconds!

Once more, without protest, clean as a whistle, Indian Powerplus showed its mastery of them all.

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

WISDOM

decrees that the live wire dealer, who values the lasting friendship of his customers, specify the famous United States Motorcycle Tire—'*Usco*'—when ordering his stock of motorcycles.

For what better guarantee of satisfaction can you demand than this combination:

Phenomenal sales increases;
Highest anti-skid efficiency;
Greatest shock-absorbing resiliency;
Long mileage-giving quality?

And the name and reputation of the largest rubber manufacturer in the world behind them.

It costs you nothing extra, so why not be classed among the "wise" ones and specify '*Usco*'?

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World.

FOR THE RIDER

Subscription Rates — Domestic, Two Dollars a Year. Foreign, Three Dollars a Year. Ten Cents a Copy

MOTORCYCLE AND BICYCLE ILLUSTRATED
NEW YORK

Published Weekly on Thursday by the
TRADE JOURNAL CORPORATION
450 Fourth Ave., New York

E. A. CASE, Pres. HARRY G. JACOBS, Sec. and Treas.
Advertising — Editorial
H. A. WILLIAMS, Adv. Mgr. — J. H. DONEHUE, Editor
G. H. JOHANSON — H. P. FOX, Service Dept.

FOR THE TRADE

Entered as second-class matter Oct. 20, 1914, at the postoffice at New York, under the act of March 3, 1879

Volume 13 AUGUST 16, 1917 **No. 33**

Mile After Mile After Nightfall

A Breezy Summary of the Joys That Are Part and Parcel of the Moonlight Ride with a Congenial Partner

By George M. Johnson

DO you know the best time of the whole four and twenty hours for getting solid enjoyment out of that bus of yours, 'r the sidecar combination? Listen while I whisper in words of one syllable: 's between the hours of nine and eleven any summer night, rainy ones excluded, moonlight ones preferred.

You don't cover any huge amount of mileage on one of *these* evening plugs; it's a ride for pleasure solely, and said pleasure is never to be measured by the movement of those cute little numbered disks on the dial of your speedometer.

Nix, and likewise not!

You can get more honest-to-goodness satisfaction out of fifteen or twenty miles —mebby less'n that—properly stage managed, than out of half a dozen hit-er-up, whoop boys, smash bang road race runs. And you don't raise any hob with your machine or the long-suffering tires she wears, either. I *know*, b'jing! for I've tried both kinds of relaxation.

Eliminate the Road Racing

Night riding is—or should be—anything but a road race or an endurance contest; an easy-going sort of ramble, with plenty of stops to take in the beauties of the summer's night. It takes you off the main roads—away from the haunts of automobile traffic—off among the wandering leafy wood roads, where you will never be bothered by a constant succession of blinding headlights that take away most of the pleasure of the ride, not to mention actually making it dangerous. And the few vehicles encountered bring another good feature—no dust to get into the corners of your eyes and make life miserable.

There are so many things of interest that never fail to come up in the course of a night ride, as your headlight punctures the blackness of the woods ahead in a dazzling white pencil, leaving you to guess at the presence of all sorts of unseen creatures in the dark on either side. Every now and then you will see two tiny glowing spots like tiny rubies way up in front—your light reflected from the glistening eyeballs of a hunting tabby strayed from some distant farmhouse, or perhaps from the eyes of his little striped relative of the woods, the kitty that carries the pungent bag of sachet under his bushy tail. Easy, boy, when you roll by him! It doesn't pay to get on too free and easy terms with that black and white laddie. He's a perfect gentleman just so long as you let him strictly alone, but woe unto you and yours if you give him even a gentle bump with a studded tread. That will cause a tragedy compared to which the well known last days of Pompeii would seem like a Sunday trip to Coney, or e'en a voyage around to the drug store on the corner after a beaker of ice cream soda.

Do you know the joy of stopping your motor off on some lonely road in the woods and listening to Nature's wonderful night noises? What a tremendous disstance sound travels at night!—the whistle of a locomotive miles away, the exhaust of an automobile the other side of the ridge, seem almost like near neighbors. But most prominent of all are the numberless noises of the woods, many of which are unknown, or at least unheard, during the day. Somewhere off on a meadow fence you will hear a whip-poor-will whistling away for dear life, just as if paid for it. Some people profess to find the whip-poor-will's call monotonous and tiresome, but I never grow weary of listening to it. It seems to breathe forth the very spirit of a warm, moist night of mid-summer.

You'll Hear the "Peepers"

On a spring evening you will hear everywhere the shrill call of the little "peepers," from swamps and wet places in the woods. Later on the peepers metamorphose into tree toads, who entertain a visitor with their interesting and distinctive comments regarding the weather.

Along a lake or river you get a regular orchestra effect from frogs of various sizes, the younger members of the family furnishing soprano and tenor, the middle-sized laddies a very passable alto, while the impressive old bull-frog turns out a bass that fairly makes the whole country rumble, as he forever mumbles to himself about that "jug-o-rum" that some shame-

MORE STRIKING PROOF OF THE ARMY MOTORCYCLE'S POPULARITY

British Army Chiefs Consider the Motorcycle Dispatch Rider and Scout an Invaluable Asset, and the Accompanying Photograph Shows One of the Hundreds of Squads Now in Training for Service with King George's Legions on the Western Front

less old toper has hidden away in a swamp back of the river.

And for the most wonderful fireworks display, stop your motor along some meadow and give the fair passenger in your sidecar a chance to watch the fireflies as they soar here and there and chase each other in dazzling circles above the damp grass. If she doesn't go into raptures over the sight, draw on me for a couple of new spark plugs! A box of chocolates in her lap and a fragrant cigar for your own delectation will add to the pleasure you both will get from the scene. And, furthermore, the aroma of the weed will do much to discourage the attentions of that unwelcome singer of the evening hours, the chap whose song always causes curses instead of praise—the ever-present mosquito, durn him. Slap! Missed, by thunder!

Bats Wage Mosquito War

And have you ever paused to watch those little winged animals of the air, swifter than swallows, as they fly about gathering a meal of insects? We should be profoundly grateful to the bat family, because of the constant war they wage on the bloodthirsty mosquitoes. More than once, as I rode along very slowly or stopped for a time by the roadside, I have watched the bats flying back and forth [illegible] the glare of the headlight, snapping up moths and other tidbits that were attracted by the gleam.

That gives you a bully chance to jolly the sidecar passenger a bit, if you want to. Most all girls seem deathly afraid of bats. There appears to be a legend—I know not its origin—to the general effect that bats are really vicious creatures, taking particular delight in getting into girls' hair, and then it's the devil—oh, excuse me, girls!—of a job to get one out, being's he's all tangled up in the tresses, and everything and everything.

And when you stop the motor on a crystal clear night and look up at the countless stars, set like glittering diamonds in the jet black nothing above, and you let your imagination run riot with the thought that each of those tiny twinkling specks of light is a sun as big as ours or bigger, and that there may be planets like ours revolving around each one of them, and that on thousands—perhaps millions—of these planets there may be people—like us, or different—and other forms of animal and vegetable life—like ours, or different—and so on—and on—

Well, it just naturally seems to get into you, sort of—and you and all your petty joys and troubles shrink up into less than nothing at all.

That's what makes a chappie think thoughts—big, serious thoughts; and you begin to wonder what you're here on earth for, anyway, and try to dope out just what is your particular excuse for living. And sometimes you can't seem to find one to save your blessed life.

The Joys of Road Riding

And do you know the joys of purring over a country road—the motor running as sweetly as a song by that there Irishman, Al McGluck, the one you hear so often on the Victrola—under the gloriously beautiful full moon, the whole country far and near bathed in a silvery light that makes the shadows seem all the blacker by contrast, a light so gorgeous that you can turn down your headlight to a mere flicker or dispense with it altogether?

Sometimes I think it's most fun to ride on a pitch dark night, because then you can get solid enjoyment out of watching the road—and everything on it—unroll beneath the gleam from your headlight. But sometimes—most times—I am willing to swear that the full moon offers riding pleasures that simply cannot be beaten. No scene ever looks the same under moonlight as under sunlight. Moonlight is softer; all the crudeness is ironed out—smoothed away. The garish light of the sun seeks out all the unlovely places, turns a merciless spotlight on them, and emphasizes all the imperfections. But nothing ever fails to be beautiful under the softening influence of moonlight. It is like magic; whatever it strikes is wonderful, and you can ride on, and on, never tiring of the scene.

Take it from me, boy, if you don't know what it means to ride by moonlight you don't know what it really means to own a motorcycle. You're missing one of the best bets the two-wheeler offers its devotees, and none of its bets are of a sort a wise guy can afford to pass up.

And then when you roll into the yard at home after your spin, you'll sleep like a top—to tell the truth I don't know that I'm sure just how a top sleeps, but never mind; it *sounds* as if a top *might* sleep anyway—after the liberal dose of fresh air you've taken into your system. Contrast it with that altogether too common a method of spending an evening—the movies. The flicker of the pictures will probably make your eyes ache, and the combined effect of the flicker and the air—why is the atmosphere in a movie house *always* vile?—will be sure to give you a headache, and on top of that the pictures don't usually seem to be what you wanted to see. If it's Mary Pickford, you wish it was Charlie Chaplin; and if it's Charlie, you discover that after all the fellow you're really honing to see is Bill Hart in a good old wild-and-woolly-western-gun-pay-fillum.

Movies vs. Motor.

My money on the motor every time and then some! And somehow I can't help thinking that the chappie who doesn't agree with me has made too intimate an acquaintance with those there now bats we were mentioning a while back. Hist and listen! Can't you hear their faint twitter in his loft?

"How Will War Affect My Business?"

The Answer Comes from a Typical Motorcycle and Bicycle Dealer—Why He Looks for an Increase Rather Than a Letup

By D. B. Pangburn

I'M going to call this dealer Wilkins because that isn't his name, and say that he is one of our local agents because he isn't, thought he's not so very far away. When I stepped into his store the first impression I received was one of general cleanliness and alertness; before I stepped out I found that the impression did not belie the facts, and that it was a reflection of Wilkins; of the man and his attitude toward things in general.

Now Wilkins deals in, or I had better say, he *sells,* both bicycles and motorcycles, and makes about half his income from each line. So, as I had a few minutes to spare, I asked what he thought the war situation and the draft were going to do to his business.

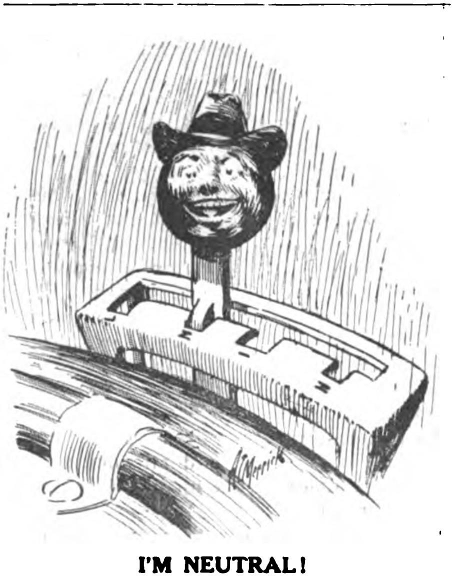
"I suppose you may be drawn yourself and your business will be all shot to pieces," was the cheering remark with which I opened fire.

Just Above Conscript Age

"Not much," Wilkins answered decidedly. "You see, I'm just above the conscription age myself and I find that almost all my bicycle sales are to persons also outside the range—to boys younger than the limit who want them for pleasure and to men above thirty-one who want them for business. A good share of my motorcycle trade goes to chaps who are under age, also."

"But you'll surely lose all the motorcycle trade except that share you just mentioned? So many prospects will be drafted."

"No, I won't. It's this way. A large part of my motorcycle sales within the draft limits are sidecar combinations, sold to married men, and that class are exempt. A good many more are sold to workmen in the shops here. Get it through your head that this is a *selective* draft. In the first place, only one in every eighteen or twenty will be drawn, and what is more important, men engaged in occupations useful or necessary to turning out war supplies will not be disturbed. A good many of the factories in town are working directly or indirectly on munitions or munition materials, and that lets out a lot of the boys here."



I'M NEUTRAL!

"But think of the higher prices," I continued. "Bicycles have gone up, so have motorcycles in some cases, and both are going higher. So are all supplies, and rent, and everything else."

"No worries in that for me," quoth Wilkins. "What if prices have gone up; pay has gone up a lot more and a lot faster. I know that it's much easier to sell a forty-dollar bicycle to a man earning thirty a week than to sell the same identical machine at thirty-five dollars to the same man when he's only getting twenty per; I know it because I'm doing it right along. The same thing holds true with motorcycles.

Another Side to High Prices

"Then there's another side to higher prices. When new machines cost more, second-hands are worth more, too, especially motorcycles. I had quite a large supply of those which I picked up and overhauled during the winter and early spring, and I've certainly made good money on them. Besides, commissions are figured on a percentage basis, so the higher the price the larger the commission."

"I guess the war hasn't hit you very much as yet, then?"

"No, sir, it hasn't. I've done as much business so far this season as in all last, and I expect to do twice as much more. The motorcycle end may suffer a little in numbers, though I doubt it, but not in profits anyway, for people have more money, so they can and will spend more. As to the bicycle end, I'm certain it's going to keep right on growing all the faster. Everyone is preaching and practicing economy now, and what is a motorcycle or bicycle if not economy in transportation?

The Liberty Loan Helped

"Even the Liberty Loan helped me to sell bicycles because I showed that if a man rode one and a half or two miles four times a day on a bicycle instead of on the trolley he would save enough in a year to buy a fifty-dollar Liberty Bond—at least a dollar a week—and I offered to furnish the bond, to be paid for along with the bicycle. I sold several extra wheels that way, and you see I got additional security for the wheel that way, too.

"I tell you what," Wilkins went on enthusiastically, "this war business isn't as bad as it's cracked up to be, if you only keep awake. Look at the rates of pay of the various trade workers. Look at the prices the farmers get for their crops. Somebody had it right the other day when they said, 'Don't squander, don't hoard; spend, but spend wisely.' When anyone buys a cycle he's spending wisely. Convince him of that fact and he'll do the rest.

"No, indeed, I don't expect any immediate decrease in business. I expect an increase, and I'm getting ready for it with larger orders now. I see no reason why my business should suffer when every other line of trade in the country is booming, and it won't suffer unless I sit back and waste time. Aggressiveness will bring the sales now, just as it will in peace time."

I believe Wilkins is right.

A veteran rider offers some new tips, and a few old ones, for the guidance of the newcomer.

This Way to Satisfaction

By Art B. Trumley

THE modern motorcycle is a thoroughly reliable and trustworthy piece of apparatus, and in the hands of many new riders and some old ones who ought to know better it suffers more from over-attention than from lack of it. Like any machine, it needs care, and the better care it has the better service it gives. Also, like other machines, the best care it can have is often to be let alone, the principal attention which it needs being along two lines. It must have proper lubrication, for friction is its greatest enemy, and wear must be taken up by proper adjustments, mainly of valve mechanisms, while at first loose nuts must be watched for.

Don't start tinkering with the machine, or taking it to pieces unless you are *absolutely* sure that it is necessary because something is wrong, and are equally sure you know what you are doing and how to do it. Don't tinker for the fun of it.

Read the Instruction Book

Sit down and read your instruction book from cover to cover before you do much riding or *any* tinkering. You don't know *all* there is to know about a machine even if you've had one before. The new model has new kinks.

When you are sure any particular job is necessary read it up again before you start and get expert advice, too, if you can.

Too much oil is better than too little, especially when the machine is new. It's cheaper to buy oil than parts, and cleaning a spark plug once in a while is less expensive than taking the motor down to put in new bearings.

Be sure to apply oil at every point specified in the instruction book, and as often as called for, or after every trip.

Remember that side by side valves should be adjusted while the engine is as hot as it ever gets—particularly the exhaust valve, while the rocker-arm type of inlet valve should be adjusted while the engine is as cold as it can be, the colder the better.

Conservative Riding Pays

Don't "open 'er up" as soon as you hit the first stretch of good road. There's no easier way of courting repair bills. Let the motor get "run in" by riding the first few hundred (say 500) miles at not to exceed thirty miles an hour, so all the parts can get to working smoothly together. It will pay in the long run, and you can go faster when you *do* get to the speed work.

Don't race your engine on the stand. There's no more absolutely certain way of ruining it. It can't get the necessary air for cooling unless it's moving along the road. Don't run it on the stand even at low speed for more than a few seconds at a time.

Don't ride with your muffler open, on the road. It shows you to be an inconsiderate boob, and injures the motorcycle game by making people think that other motorcyclists are like you when most of them aren't. The roughnecks always show up just because they *are* roughnecks. The ninety-nine per cent of decent riders aren't noticed.

Value of Cleanliness

Clean your machine frequently—both for the good of the sport by keeping a fine appearance, and because leaving the dirt on soon spoils the finish and reduces the cash value of the outfit considerably.

Keep your own riding costume neat, also.

Don't run with your tires too soft—or too hard. One is as bad as the other and for most work too hard is the worse evil, as all the wear comes on a narrow strip on the middle of the casing. Use a medium pressure and a gage to make sure you have it—kicking won't tell you.

Don't forget to look for *two* holes in the tube from a nail puncture. What goes in must come out, and if you have run on the flat tire any distance at all there are nearly sure to be two holes, maybe more. Fix them all at once.

Watch the Carbureter Adjustment

Make a note of the carbureter adjustments when your machine is new and running right. Then if you (or any other curious souls) happen to change the adjustment you can put it back where it belongs without trouble or experiment.

Don't touch the magneto in case of trouble except as a last resort or on expert advice. The instruction book tells what to do and how often. This usually consists in oiling the bearings once in 500 or 1000 miles and otherwise letting it alone.

To sum up: keep the oil and gasoline tanks full and play "Safety First." Give your mount reasonable care at all times and you will never regret it; but don't overdo the tinkering.

COMMUNING WITH NATURE

Sultry Days Have No Terrors for the Lad Who Can Buzz into the Country on a Moment's Notice with a Dayton Motor Bicycle

WHAT'S AHEAD

August 19, Grand Rapids, Mich.—Endurance run.

August 19-20, Seattle, Wash.—600-mile endurance run to Portland.

August 26, Passaic, N. J.—Endurance run promoted by Passaic M. C. over 250-mile course.

August 29-30, Greenup, Ill.—Race meet at Greenup fair.

August 31, Fairbury, Ill.—Race meet on half-mile track under direction of John L. Purdum and under F. A. M. sanction. Purses, $350.

September 2-3-4, Seattle, Wash.—800-mile endurance run to Spokane.

September 3, Greeley, Colo.—Race meet at Island Grove Park, promoted by Greeley M. C.

September 3, Providence, R. I.—Providence M. C. race meet.

September 28, Springfield, Ill.—Illinois Motorcycle Day at State Fair. Race program made up of five motorcycle races with liberal purses.

October 2, Newark, N. J.—Annual Jersey jaunt of N. J. M. C. over 220-mile course.

October 7, Providence, R. I.—Annual triangle run, promoted by Providence M. C.

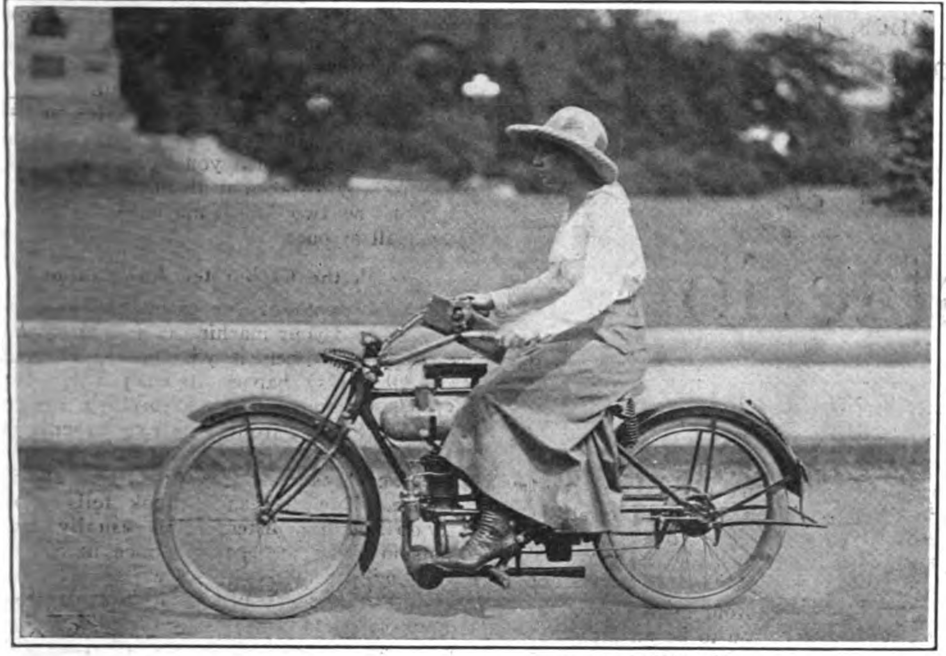
FINDS IT VALUABLE

The Editor:—Enclosed please find $2 for a year's subscription to MOTORCYCLE & BICYCLE ILLUSTRATED. I have been borrowing your interesting and instructive magazine for a year and find it so valuable that I decided to get on your mailing list.

WALTER ROWLEY.

Cowlesville, N. Y.

THIS WASHINGTON GIRL KNOWS HOW TO SAVE TIME



Miss Berg, Secretary to P. M. Corr, Cleveland Dealer in the Capital City, and the Cleveland on Which She Makes Daily Trips to and From the Office

A GRAND RAPIDS TRIO

Top, Edward Levandoski; Middle, Victor Sinz; Bottom, James Long. These Lads and Their Excelsiors Are to the Fore in All Motorcycle Doings in Grand Rapids

Gas Economy

The Reward of Perfect Carbureter Adjustment

By SIMON GUY WITHERS

HERE is a method of economy in gasoline consumption which may not come amiss in these days of war prices and high taxes.

It has been demonstrated both by road tests and laboratory experiments that the valve adjustments may have a slight effect on the chief reason for the difference in gasoline consumption shown by two machines of identical size and model usually lies in the adjustment of the carbureter.

The theoretically perfect mixture is naturally the most efficient one. In it approximately 0.067 of a pound of gasoline is used with each pound of air—that is to say, the amount of oxygen in one pound of air is just sufficient to combine chemically with the 0.067 of a pound of gasoline and give complete, perfect, carbonless combustion.

Such a mixture is impossible to attain in actual practice, but it is a goal well worth trying for, and can be approached. In fact, the most efficient practical carbureter setting will use only about 0.07 of a pound of gasoline per pound of air, an excess of only about 5 per cent.

An Extreme in Economy

This is the extreme of economy, yet the average engine will turn out virtually the same amount of power with greatly varying proportions of gas and air, there being little difference at the same throttle setting in the power at the economy point where it is burning only 5 per cent excess of gasoline over the theoretical mixture, and the point where it is using up 75 per cent excess over the amount needed for perfect combustion, with the same amount of air being used in either case.

Furthermore, the only difference in its behavior, especially on low throttle, will be that the motor will run a little warmer, so the rider can seldom tell that anything is wrong except when the gasoline is in very great excess. More carbonization is going on inside but it will not show for awhile. From these facts it is clear that unless the carbureter is adjusted pretty carefully the gasoline consumption—and expense—may come to nearly twice the size it needs to be.

Avoid Wasting Fuel

To avoid wasting this excess fuel without knowing it, and to get the most economical mixture, proceed as follows: First, mark the needle valve thumb nut with a file so that the adjustment can be made accurately. Then shut off the needle valve entirely. Next open it about one complete turn and adjust the air valve until the engine seems to be developing its maximum power for the particular setting of the throttle at which it is operating. (This work should be done while running on the road at say 30 miles an hour, if possible, as adjustments made on the stand are not worth much, as a rule).

Now start closing the needle valve slowly—not over a tenth or twentieth of a turn at a time—until the explosions become weaker or the engine begins to miss or backfire. Then open the valves again, even more slowly, until normal conditions are reached again and the engine seems to give full power, but *not a bit farther*.

This will usually give the point of maximum efficiency, as near as conditions will permit to the point of the theoretically perfect mixture, and will give the lowest gasoline consumption consistent with good service. At the same time, it will allow the development of as much power—or more—than would result if a great deal more gas were being burned and wasted, besides keeping the motor cooler.

A few minutes spent in making this adjustment may save enough gasoline during the season to more than pay the proposed war tax on the machine.

BEST OF ITS KIND

***The Editor:*—I think your journal is the best put out along motorcycle and bicycle lines, and therefore take pleasure in enclosing $2 for another year's subscription.**

HARRY BROTHERS.

Turners Falls, Mass.

EDITORIAL

Keeping Cycledom Abreast of National Sentiment—An Important Function of the Show Set for February

NOTHING indicates more clearly that the motorcycle industry is awake to its present opportunities, admittedly without precedent in their scope and in the number of new avenues they open to popular recognition, than the Atlantic City decision of the Motorcycle and Allied Trades Association to stand behind a National Show at Chicago next February. This is a time of rapid developments. National sentiment is being made and unmade overnight. People who for years past have looked upon the motorcycle questioningly, if not with open enmity, are coming to view it in an entirely different light now that the Washington authorities stamp it with approval as an absolutely necessary adjunct to the country's military organization. There is growing favor for the motorcycle because it has won its place by sheer efficiency in the most momentous program the Nation has ever been called upon to consider.

To have overlooked the significance of this situation, with all that it means to the future as well as the present of the motorcycle in America, would, to put it conservatively, have been poor business. It probably is safe to say that a well-arranged show early in 1918 will set at work more potent educational influences in behalf of the two-wheeler than have ever been generated by a single exhibition before,—for the simple reason that the public, at last sensing something of the motorcycle's wonderful serviceability through its military recognition, is in a friendly mood towards it, and growing more friendly daily. This sentiment is priceless, and a National show, representative of the entire industry, will help to mold it still further and give it permanence.

A "Business as Usual" Stimulant

Both motorcycle and bicycle manufacturers will also see in the coming show an excellent opportunity to further the "Business as Usual" policy which has been accepted with such good grace by industries of all kinds throughout the length and breadth of the land. Complete elimination of the shows for the coming year would have suggested uncertainty on the part of the cycle trades, and that is the last impression that anyone wants to create,—or that there is any reason for creating—upon jobbers, dealers and the buying public. The cycle industries are solid. They have never been more so, and all the accessory and other lines allied h them are thriving upon equally firm and dependable foundations, if we can judge by their activity.

Sales are satisfactory, and promise to continue so; but it is only fair to admit that the "Business as Usual" policy must begin at the factories if it is to continue to carry weight with the retailers and the market in general. Even the dealer who is enjoying prosperity at present, with every indication that it will go on indefinitely, might look with misgivings upon the abandonment of the shows; but with a truly National exhibition assured for the opening of the new season he can proceed confidently. That this is equally true of dealers in motorcycle, bicycle and all accessory lines goes without saying.

An Additional Bicycle Incentive

Funds totaling about $36,000 were expended during the past year through the United Cycle Trade Directorate for the general advancement of the bicycle, and the National work of education has proceeded to the point where it cannot well be halted, or even curtailed. All the bicycle sales seed sown from now on will fall upon particularly fertile ground, and to neglect the opportunities offered through the medium of a big, up-to-the-minute show would certainly be out of keeping with the aggressiveness and business acumen so far displayed by the governing bicycle bodies.

The coming show needs the bicycle and accessory manufacturers, as well as the makers of motorcycles, in order to be representative and productive of the best possible results, and it is with that idea in mind that the Motorcycle and Allied Trades Association committee will enter upon its conferences with the various cycle branches concerning plans for the exhibition. The determination of the M. & A. T. A., evidenced in the Atlantic City meeting, to carry on the show arrangements even though the support of the other cycle bodies should be withheld, simply indicates the serious resolve of the motorcycle men to make the most of a big situation in the face of any obstacles that may develop, and is not for an instant to be interpreted as a desire to "go it alone." The co-operation of the bicycle and other kindred lines will be earnestly solicited and warmly welcomed. That much was clearly shown in Atlantic City, and it will be given formal expression at the first opportunity. The present is big with possibilities for both the motorcycle and bicycle industries, and a correspondingly big and concerted effort is called for to make the most of them.

LATE NEWS

OLIVER'S SOCIAL RUN BRINGS OUT 240 "LIVE ONES"

Bronx Indian Dealer Takes Record Crowd to Mt. Kisco for Chicken Dinner and Field Games; Hill-Climb Features the Sport Program; Orrie Steele Takes Ogden Trophy

BRONX, N. Y., Aug. 14.—No less than 240 riders participated in the second annual social run under the auspices of Oliver Berckhemer, Indian agent, which was routed to Mt. Kisco on Sunday, and the program was a success from start to finish. Everything from lightweights to limousine rear cars was to be seen in line.

The ramblers traversed 40 miles of good roads, and the destination was kept secret until Mt. Kisco was reached. Then the genial Oliver informed the riders that they were "there." The crowd lined up for a panoramic picture, and then hit the trail for the chicken dinner. Dinner was served in the post-office, the only place in town big enough to accommodate the party—and it was some dinner! That was the unanimous verdict of the diners.

The Varied Sport Program

Later the crowd went to the picnic grounds where games and races were held. Henry Soleberg, with an Excelsior, won the slow race, with William Allen, Henderson, second. The solo relay race around the field furnished lots of thrills. It was won by the Harley-Davidson team, Russell Holdeman and E. C. McDonald. The Indian team, Eugene Stern and Gus Horak, was second, and another Indian team, John Walton and Paul Pester, finished third.

The pursuit race developed into a merry-go-round for Horak, Holdeman and Walton until Walton spilled and was lapped. Horak then passed Holdeman and won out. The tire inflation race was a fine sample of what a fellow can do when he doesn't have to. There were twelve contestants, and they were obliged to take the valve out of the rear tire, let out the air, then replace the valve and inflate the tire with a six-inch bicycle pump. The contestant having the highest pressure in his tire after ten minutes was to be declared the winner. Bob Brown proved to be the chief wind-jammer, having 30 pounds in his tire; Sam Most, second, 20 pounds; H. Soleberg, third, 18 pounds; Eugene Stern, fourth, 15 pounds; F. Burnham, fifth, 15 pounds.

Another Novelty Feature

Four prizes were hung up for the interchangeable envelope race. The envelopes were sealed and the contestants changed with one another after each lap. After three laps the race was stopped and the envelopes were opened. Prizes were awarded according to the numbers held by the riders in their envelopes at the finish. Frank Doge, Reading Standard combination, took first, Tony Mauro, Indian combination, second, and William Allen, Henderson, third.

Steele Wins the Hill-Climb

Then came the hill-climb, the big sport feature of the day. The hill was 250 feet wide, with a 60 per cent. grade at the top. Orrie Steele, of Paterson, with an Indian Powerplus, made the best time, 4⅗ seconds, and won the Ogden Trophy, donated by Sales Manager Leadley Ogden, of the Cygnet Rear Car Co. Paul Pester, Indian, was second best, in 5 seconds. William Allen, Henderson, topped the hill in 5 seconds also, and F. Folliot, Indian, went up in 5½ seconds. Russell Holdeman, Harley-Davidson, was clocked at 5⅘ and John Walton, Indian, accomplished the stunt in 6⅕.

The clubs of the Metropolitan district were well represented and the Hendee Trophy, for the club having the largest number of entrants, went to the Crotona M. C. of the Bronx, with 41 representatives.

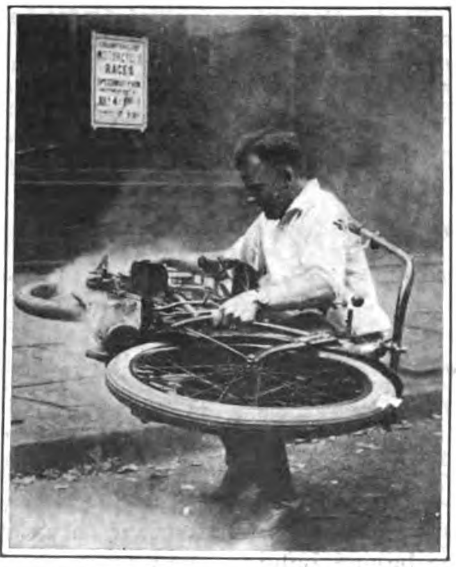
Russell Holdeman was voted the most popular rider in the party, with Elliott Holton, of Newark, a dangerous runner-up. Russell scored 38 votes and Elliott 26. Holdeman was awarded the Oliver Trophy.

Among the trade boosters seen in the party were the following: Art Dunham and John Lever, Cleveland representatives; the Stern brothers, five strong, Indian and Henderson handlers in Yorkville; E. C. McDonald, Harley-Davidson hustler in the Bronx; John and Orrie Steele, Indian representatives in Paterson, N. J.; "Wally" Stuart, of Baker, Murray and Imbrie, Indian distributors; Tom Sixsmith, Indian and Excelsior agent man in Harlem; Bob Brazenor, Brooklyn Harley-Davidson representative; Joe Janoshek, who handles the Reading Standard in the Bronx; Harry Slonov, Harlem Reading Standard man; Ben Ruderman, the Brooklyn agent, with his Thor and rear car. Charles Neuberger, the genial F. A. M. Commissioner, was also much in evidence throughout the program, and was always ready with a helping hand.

A Big Day for Oliver

Unstinted credit is given to Oliver for the efficient manner in which the big affair was handled, and for the fine spirit of fellowship shown. He, in turn, passes along a lot of credit to the other dealers of the Metropolitan district who gave him their co-operation.

PROVING LIGHT TWIN'S BALANCE



Striking Demonstration Given by William Bergfels, of Newark, N. J., to Show Excellent Balance of the Indian Lightweight Model

MRS. CHASE IN FIRST AID WORK

ATTLEBORO, Mass.—Mrs. Ellen Chase, wife of the genial Frank, of Mossberg renown, has given a practical demonstration of patriotism by assisting in the organization of a uniformed company of girls for First Aid service. The company, in which Mrs. Chase is the drummer, drills regularly on a strict military basis and has been complimented upon the efficiency already shown.

BIG DEMAND IN LOS ANGELES

LOS ANGELES, Cal., Aug. 11.—Visitors to the Goudy-Hoffer Company's store on Aug. 7 were surprised to see not a new machine on the floor. Completely sold out was the reason. But fortunately another carload came in on that date.

TRADE LOSES CAPABLE SALESMAN

DAYTON, O.—Announcement is made by the Davis Sewing Machine Co., of the death of W. A. Harland, who had been in the company's employ as a traveler for four years. Mr. Harland was killed in an automobile accident.

Impressive Gathering of the Allied Cycle Clans

NATIONAL CYCLE SHOW FOR CHICAGO

Support of Motorcycle and Allied Trades Association Is Pledged for Big Exhibition Next February; Committee Will Invite Co-Operation of All Allied Cycle Bodies

ATLANTIC CITY, Aug. 10.—One of the biggest developments of the whole convention program in Atlantic City, and certainly the most important result achieved by the motorcycle manufacturers, was the decision to put on a National show in Chicago next February. The period tentatively chosen is the week opening February 15, and the exhibition is to be staged in the Coliseum if that building is available; otherwise the dates will be changed and another hall will be used. The movement for a show to open the 1918 season was taken up at a meeting of the Motorcycle and Allied Trades Association on Thursday morning, and the proposition was received with instant favor.

The discussion relative to the show was opened by Frank J. Weschler, of the Hendee Mfg. Co., and he was upheld unanimously in his arguments by the other manufacturers present. It was the consensus of opinion that the cycle industries could not dispense with both of the National shows without damaging the present excellent prospects for the coming year, and that one show at least was a business necessity.

A committee representing the Motorcycle and Allied Trades Association will confer with the other trade organizations and invite their full co-operation in the show work.

The M. & A. T. A. proved that it was up with the times by adopting a resolution endorsing the war policy of the administration and pledging the fullest possible co-operation of the association to the Government. The resolution follows:

Loyalty Is Pledged

"The Motorcycle and Allied Trades Association, including all of the motorcycle manufacturers and the makers of the constituent parts of motorcycles in the United States, recognizing the heavy task and grave responsibilities of the United States Government incurred in carrying on war against autocracy, declares that whereas the United States Government is entitled to the most active support and whole-hearted co-operation of every citizen of every civic and business organization of this country for the efficient and vigorous prosecuting of the war to a triumphant conclusion, therefore, be it resolved, that the Motorcycle and Allied Trades Association hereby pledges such service and uttermost co-operation on the part of the organization and its members individually to the President and Government of the United States."

TULLIS IS HIGH IN BOWLING TOURNAMENT

Rolls 205 in Final and Carries Off Lion's Share of Honors; Bicycle Manufacturers Strong in Preliminaries; Ladies Also Bowl

ATLANTIC CITY, Aug. 10.—Bowling was the attraction for the cycle trades conventionites on Wednesday evening and the men of the party made up four teams while the ladies slated a fifth. The Bicycle Manufacturers carried off chief honors in the preliminaries with a total of 781, the team being made up of Messrs. Schack, Harley, Davidson, Pierce and Tullis; their scores were 182, 170, 99, 134, and 196, and Arthur Davidson would like to have it understood that his 99 score was due to a sunburned right wing.

The Travelers ranked second in the preliminaries, as follows: Lee, 193; Kittel, 121; Snowman, 121; Biddle, 162; Wood, 164; total, 761. Next came the Parts Makers, thusly: Money, 103; Tisne, 113; Hamilton, 178; Cabana, 130; Emerson, 130; total, 654. The Jobbers rolled up a team score of 512, and this is how it was done: Grady, 147; Bartlett, 114; Ellis, 85; Boren, 86; Bregent, 80.

In the final the scores were as follows: Lee, 123; Tullis, 205; Hamilton, 119; Grady, 70. This left Tullis high man for the trophy, the cheers, etcetera and so forth.

fficial Headquarters during Atlantic City Convention

The ladies' team was composed of Mrs. Tuttle, who rolled 71; Mrs. Mesinger, 83; Mrs. Harley, 74; Mrs. Chase, 58; Mrs. Morehouse, 88. The ladies respectfully request that they be credited with the same alibi used by Arthur Davidson, and that consideration be given also to the fact that Wednesday evening was very warm and that there was a strong disposition to get the bowling over with and retire to the cool Traymore balcony.

KAHN'S STIRRING SPEECH

Chairman of House Military Committee Addresses Cycle Men at Convention

ATLANTIC CITY, Aug. 10.—The Cycle Parts convention program for yesterday was given a strong patriotic flavor by Congressman Julius Kahn, of California, chairman of the House Committee on Military Affairs, who addressed a joint gathering of the conventionites at the Hotel Traymore. Representative Kahn scored the folks who profess Americanism and still remain passive in the present crisis, and asserted that every industry can do its bit to assist the Government in the prosecution of the war.

CABARET AND DANCE

Pleasant Program Brought Big Convention Party Together on Thursday

ATLANTIC CITY, Aug. 10.—One of the lighter touches of the convention came on Thursday evening in the form of a cabaret and dance program in the rose room of the Hotel Traymore. The convention party was on hand in force, excellent music was furnished and fancy paper hats and other souvenirs were distributed.

MANUFACTURERS WIN ON DIAMOND

Jobbers Were "Strafed" Through Five Fierce Innings and When the Smoke Cleared Away the Score Was—But Why Be Vindictive?

ATLANTIC CITY, Aug. 10.—Excitement aplenty and spectacular diamond work ad lib marked the baseball game between the manufacturers and the jobbers which was down in the Cycle Parts convention program for Thursday afternoon. A good-sized crowd of rooters accompanied the players out to the field and the "doings" were started in short order. With Arthur Davidson, G. H. Hamilton and Howard A. French alternating as umpires, and Messrs. Hamilton and John Henry handling the "police" work on an impromptu but wholly satisfactory basis, the game got under way.

The lineup of the manufacturers was as follows: Southmayd, c; Tullis, p; Tisne, 1b; Griffith, 2b; Harley, s.s.; Pierce, 3b; Schwab, lf; Briggs, cf; Schack, rf. This is how the jobbers went into the fray: Yockers, c; Unterberger, p and 1b; Greenberg, 2b; Hansen, p and 3b; Van Cleef, 3b; Simpson, s.s.; Tuttle, lf; Wesgat, cf; Bush, rf.

The manufacturers banged out two runs in the initial inning, while the jobbers romped off with three. The second frame netted the manufacturers one run, and the jobbers groaned over three goose eggs. The third inning started the carnage. The manufacturers tagged the bases for seven runs, while the jobbers landed only two. Four tallies went to the manufacturers in the fourth spasm, while another cargo of goose eggs was delivered to the jobbing fraternity. Another assortment of seven runs fell to the manufacturers in the fatal fifth, while the jobbers were running up a grand total of two. Anyone who wishes to be unpleasant can figure up the totals.

There were disputes and arguments, protests and objections, remonstrances and plain kicks—all put across smilingly, of course—but Official Scorer Dan Wetzel stood his ground like the Trojan that he is and refused to be bribed, cajoled or intimidated. It was a great game, as might have been expected, but it was the dip in the surf afterward that scored the big hit with both players and spectators.

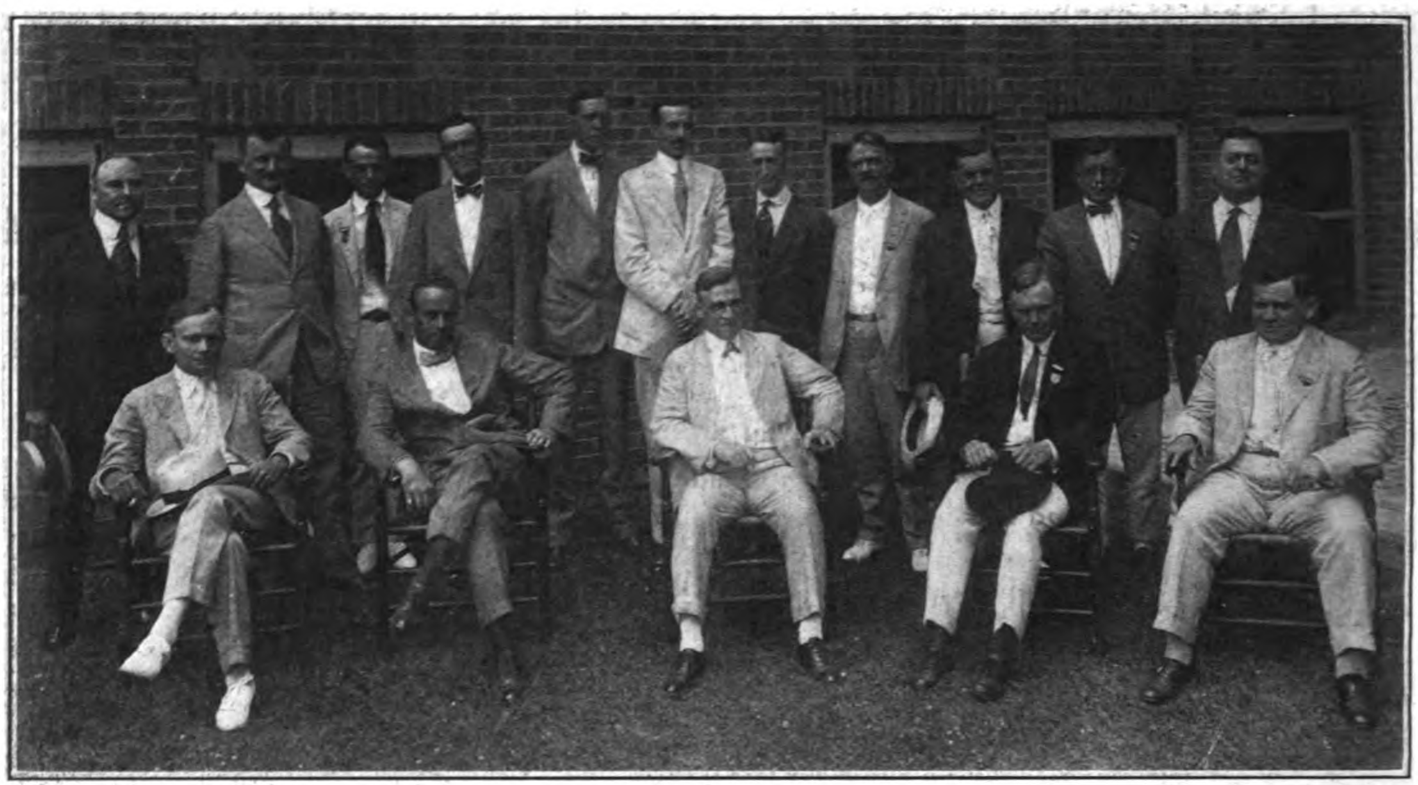
ADDITIONS TO THE CONVENTION REGISTER

Final Supplement to the Atlantic City Trade List; Also the Delegation of Ladies Who Contributed to Success of the Affair

ATLANTIC CITY, Aug. 10.—The following names of trade men were added to the Cycle Parts Convention register after the Convention Number of MOTORCYCLE AND BICYCLE ILLUSTRATED had gone to press:

J. W. Grady, J. W. Grady Co., Worcester, Mass.

Convention Lineup of M. & A. T. A. Representatives



Isaac L. Ecret, Miller-Ecret Co., Philadelphia, Pa.
Frank H. Brown, Kokomo Rubber Co., Kokomo, Ind.
L. H. Daughenbaugh, Fisk Rubber Co., Philadelphia, Pa.
H. A. French, H. A. French & Co., Baltimore, Md.
Stanley A. Bevin, Bevin Bros. Mfg. Co., East Hampton, Conn.
N. H. Oliver, Metal Specialties Mfg. Co., Chicago, Ill.
J. I. Brandenburg, Duckworth Chain & Mfg. Co., Springfield, Mass.
H. F. Schlemenger, Motor Car Equip. Co., New York City.
Arthur G. Chapple, Motor Car Equip. Co., New York City.
L. M. Isaacs, The Charles William Stores, Brooklyn, N. Y.
W. J. Cameron, Goodyear Tire & Rubber Co., Akron, Ohio.
B. A. Keefer, Chicago Handle Bar Co., Shelby, Ohio.
A. T. Gresham, P. & F. Corbin, Philadelphia, Pa.
M. Chas. Schweinert, A. Schrader's Son, Inc., Brooklyn, N. Y.
John A. Zucker, Casino Cycle Co., Cleveland, Ohio.
Ivan F. Goodrich, Goodrich-Lenhart Mfg. Co., Philadelphia, Pa.
Wm. T. Edwards, Goodrich-Lenhart Mfg. Co., Philadelphia, Pa.
H. Mesinger, H. & F. Mesinger, New York City.
Wm. V. Sauter, Edw. K. Tryon Co., Philadelphia, Pa.
E. B. Richardson, Empire Rubber & Tire Co.
DeLancey P. Harris, D. P. Harris Mfg. Co., Reading, Pa.
Geo. W. Ellis, Supplee Biddle Hdw. Co., Philadelphia, Pa.
Charles P. Kaighn, Geo. W. Nock Co., Philadelphia, Pa.
Bert E. Heinz, Heinz Motor Co., Baltimore, Md.
August Zimmerman, Harley-Davidson Co., Washington, D. C.
Wm. Webster, Commissioner, N. A. A. J., Chicago, Ill.
Wm. H. Kittel, Buffalo Metal Goods Co., Buffalo, N. Y.
T. P. Paaley, Simonsen & Niehno, Copenhagen, Denmark.
J. M. Seabrook, H. A. French & Co., Washington, D. C.
Arthur R. Seabrook, Hendee Mfg. Co., Springfield, Mass.
Robert Lawson, Buffalo Metal Goods Co., Buffalo, N. Y.
Frank L. Leisher, Osborn & Leisher, Washington, D. C.

The Ladies in Attendance

Following is the official list of the ladies who were present at the convention, and who contributed not a little to the success of the social features on the big program:

Mrs. Keyser Fry, Reading, Pa.
Mrs. T. E. Martin, Baltimore, Md.
Mrs. W. E. Diehl, Baltimore, Md.
Mrs. W. E. Waite, Baltimore, Md.
Mrs. Fred H. Wood, New York City.
The Misses Bell (3), Toronto, Ont.
Mrs. H. P. Hansen, Chicago, Ill.
Mrs. David A. McNeill, Chicago, Ill.
Mrs. W. I. Tuttle and daughter, Attleboro, Mass.
Mrs. C. E. Morehouse, Torrington, Conn.
Mrs. E. Frost Knapp, Torrington, Conn.
Mrs. Chas. A. Hall, Minneapolis, Minn.
Mrs. L. Ogden, New York City.
Mrs. Edgar Boren, St. Louis, Mo.
Mrs. M. Sladkin, Philadelphia, Pa.
Mrs. Clinton Lovell, Henniker, N. H.
Mrs. Al Ray and baby, Middletown, O.
Mrs. Geo. C. Strauss, Buffalo, N. Y.
Mrs. Atchison, New York City.
Mrs. Albert E. Goodby, Providence, R. I.
Miss G. Goodby, Providence, R. I.
Mrs. N. C. Cohen, Providence, R. I.
Mrs. M. J. Cabana, Buffalo, N. Y.
Mrs. F. H. Harris, Akron, Ohio.
Mrs. J. W. Gibson, Toronto, Ont.
Mrs. W. H. Grover, Norfolk, Va.
Mrs. F. M. Geomane, Philadelphia, Pa.
Mrs. Geo. H. Greiss, Philadelphia, Pa.
Miss M. Greiss, Philadelphia, Pa.
Miss J. Greiss, Philadelphia, Pa.
Mrs. C. A. Wigmore, Philadelphia, Pa.
Mrs. F. T. Chase, Attleboro, Mass.
Mrs. H. E. Ring, Boston, Mass.
Mrs. Harry G. Jacobs, New York City.
Mrs. Wm. S. Harley, Milwaukee, Wis.
Mrs. E. H. Leng, New York City.
Mrs. A. T. Gresham, Philadelphia, Pa.
Miss M. Schweinert, Brooklyn, N. Y.
Miss Alberta Munsecker, Brooklyn, N. Y.
Miss Ivan F. Goodrich, Philadelphia, Pa.
Mrs. H. Mesinger, New York City.
Mrs. H. D. Benner, New York City.
Mrs. E. J. Lonn, LaPorte, Ind.
Mrs. E. Buffum, Toronto, Ont.
Mrs. C. Schweinert, Brooklyn, N. Y.
Miss Florence Goodman, New York City.

PROMISE WILSON SUPPORT

Presidents of Organizations at Convention Send Loyalty Message

ATLANTIC CITY, Aug. 10.—A message assuring the United States of the support of the various organizations represented at the convention was dispatched to President Woodrow Wilson today. The resolution, sent with the presidents of the organizations signing the same, is as follows:

The Honorable Woodrow Wilson,

President of the United States: Assembled in joint convention today the industrial and commercial associations as follows: The Bicycle Manufacturers' Association, the Cycle Parts and Accessories Association, the Motorcycle Manufacturers' [illegible] Allied Trades Association and the Cycle Jobbers' Association of America have unanimously passed the following resolution:

That we here assembled in joint convention desire to express to the President of the United States our patriotic support of his wise administration of our country's affairs during the present serious crisis of an eventful war, and further that we pledge our individual and collective support to the maintenance of the freedom of our country, and of the winning of a world democracy, confident that the results of and assured final victory will under our present administration give our country an enviable position among the nations of the world.

Harry S. Wise, president of Bicycle Manufacturers' Association.
Louis Schwab, president of Cycle Parts and Accessories.
T. W. Henderson, president of Motorcycle Manufacturers' and Allied Trades Association.
[illegible]eyser Fry, president of Cycle Jobbers' Association of America.

Committee.

SELLS TO ARMY

Walter Goerke, Newark Indian Dealer, Lands Sales to Soldiers

NEWARK, N. J., August 1.—Recent sales by Walter Goerke, Indian dealer for this section, were two complete sidecar outfits for recruiting service and an Indian Maid sidecar for Ambulance Company No. 33. The complete outfits will be used for Major A. V. P. Anderson, head of the New Jersey district, and his aide, Corporal Ralph Ferguson, both members of General Service Infantry, who will seek enlistments for our growing army throughout New Jersey. The motorcycles are the familiar army khaki color.

FALOR TELLS OF YEAR'S F. A. M. PROGRESS

President of National Body Explains How He Paid Off Debts, Reduced Overhead Expenses to Minimum and Systematized the Various Offices of the Organization

AKRON, O.—Describing as it does the slow but steady process by which the F. A. M. was relieved of its indebtedness and placed on the upward path to national achievement, the first annual report of President Shelby A. Falor, published in full below, is a document that should interest motorcyclists the country over. It deals frankly with the obstacles that were overcome, and makes a strong plea for future co-operation. The President's report in full:

"Immediately upon taking the office of President of your organization, your President made a careful survey of the conditions. Your President found that the F. A. M. had an indebtedness of about $5,000, consisting of unpaid officers' salaries, referees' fees, accounts due medal manufacturers and other sundry accounts. Immediately your President consulted with you with reference to increasing the membership of the F. A. M. and providing ways and means of liquidating its indebtedness. Thereupon, your President took up the matter with the several motorcycle manufacturers, regarding ways and means to rebuild the F. A. M.

Suggests an Advisory Board

"At the suggestion of Mr. E. J. Mueller, of the Harley-Davidson Motor Co., your President suggested to the motorcycle manufacturers the creation of an Advisory Board, consisting of one member from each manufacturer to consult with the President of the F. A. M. regarding the welfare of the motorcycle riders. Accordingly an Advisory Board was appointed, consisting of Fred B. Mathis, Excelsior Motor Mfg. & Supply Co.; E. J. Mueller, Harley-Davidson Motor Co.; T. W. Henderson, Henderson Motorcycle Co.; C. B. O'Hare, Aurora Automatic Machinery Co. and J. B. McNaughton, of the Hendee Manufacturing Co.

"At the suggestion of Mr. F. J. Weschler, of the Hendee Manufacturing Co., your President suggested to all of the motorcycle manufacturers that they insert an article in their catalogs, setting forth the benefits to be derived from being a member of the F. A. M., and advising all dealers and riders to join said organization and give it their active support.

"In the latter part of August, 1916, your President called a meeting of the directors of the F. A. M., the representatives of the motorcycle manufacturers and of the trade papers, to discuss ways and means of increasing the membership of the F.A.M. Messrs. Gus Castle, Austin Burgess, Jes Campbell, Arthur Davidson, E. J. Mueller, O. P. T. Daenitz, E. M. Jackson, B. A. Swenson, F. J. Weschler, and T. J. Sullivan were invited. Of those invited, only Messrs. O. P. T. Daenitz, J. B. McNaughton, representing the Hendee Manufacturing Co., E. F. Hallock, representing MOTORCYCLE AND BICYCLE ILLUSTRATED, B. A. Swenson, Jes Campbell and T. J. Sullivan attended. At said meeting plans were formulated for holding a race meet at Columbus, Ohio, proceeds of which were to go toward liquidating the debts of the F. A. M. Owing to lack of support, the meet cleared only $44.01, which was turned over directly to your Secretary-Treasurer, as shown by his report on file.

"Your President had not been in office a month when he realized that the overhead expense of the F. A. M. was far in excess of what it ought to be. Accordingly, on August 22, 1916, your President, with your consent, notified Mr. J. L. Donovan, Chairman of the Competition Committee, that his salary would cease on August 31, 1916.

"On September 5, 1916, Mr. W. M. Johnson resigned as Chairman of the Legal Action Committee, and later in the same month, your President appointed Mr. C. F. Schnee, of Akron, Ohio, as Chairman of the Legal Action Committee.

"Up to the time of Mr. Schnee's appointment, your President was unable to obtain any of the records of the F. A. M., and at Mr. Schnee's suggestion, your President and he on the 26th of September, 1916, called upon Mr. A. B. Coffman, former President of the F. A. M. at Toledo, Ohio, with reference to obtaining the records in the President's office. Your President, due in part to railroad delay, did not receive said records until November 10th following.

Debts Considered Again

"The latter part of September, 1916, your President wrote to each of the motorcycle manufacturers asking what they would do toward liquidating the debts of the F. A. M. and reorganizing it. This matter was postponed until the Chicago Show, during the week of November 15th. About the middle of October, your President and Mr. Schnee went to Westboro, Mass., and examined the records in the Secretary-Treasurer's Office and found them in perfect order.

"Your President and Mr. Schnee, at the suggestion of the motorcycle manufactur-

(Continued on page 41)

SPACIOUS FACTORY IN WHICH MOHEGAN TUBING IS MADE

THE MOHEGAN TUBE COMPANY.
View Looking Northeast.

This Plant, Operated by the Mohegan Tube Company, at Scott Avenue and Meserole Street, Brooklyn, N. Y., Is Busy with Orders for All Kinds of Tubing

HOW SEATTLE'S STRIKE SITUATION WAS RELIEVED

This Excelsior and Many Other Motorcycles Carried Record Loads Recently When Traffic in the Washington City Was Temporarily Tied Up

GLARE REMOVERS UNDERGO TEST

Twenty-five of 38 Devices Pass Muster at Unofficial Scrutiny; Helps to Clear Up Empire State Situation

SYRACUSE, N. Y., Aug. 6.—Of the 38 devices of one sort or another which were offered for a test of their efficacy at making automobile headlights comply with the new Hewitt bill, which became effective on Aug. 1, 25 already have been passed by the New York State Motor Federation and it is expected that several more will qualify.

The test was more or less unofficial, but in the total absence of some authoritative body with the power to say just "what's what" and also "what's not" in headlight timing devices, it is expected that the action of the Motor Federation will go a long way towards clearing up the confusion which has existed in the minds of motorists and police officials since the law took effect.

The new special devices which have passed the test and are recommended as complying with the law are: Warner, Warner-Lenz Co., Chicago; Letts, Manifold Heater Co., Cortland, N. Y.; Rand, Rand Mfg. Co., Haverhill, Mass.; Glare screen, Palmer Glare Screen Co., Cleveland; Offset, G. T. Sutterley & Co., Philadelphia; Stryker, C. L. Stryker, Buffalo; Ames, Heinze Electrical Co., Lowell; Pennock, Specialty Mfg. Co., Minerva, O.; Tilting reflectors, Cadillac Motor Car Co., Detroit; Star, Lancaster Lens Co., Lancaster, O.; No-glare, No-Glare-On Co., Watertown, N. Y.; More-Lite, L. E. Smith Glass Co., Mt. Pleasant, Pa.; Da Lite, Jeannette Toy & Novelty Co., Jeanette, Pa.; Saferlite, Saferlite Lens Co., N. Y.; Primolite, Standard Glass Specialty Co., Morgantown, W. Va.; Conaphore, Corning Glass Works, N. Y.; Legalite, Legalite Corp., Boston; Fracto, Crew Levick Co., Philadelphia; Mac No-Glare, F. F. MacLean & Co., Syracuse; Perrin No-Glare, Perrin Mfg. Co., Detroit; Osgood, Osgood Lens & Supply Co., Chicago; Omolite, Omolite Co., Jamestown, N. Y.; Holophane, Holophane Glass Co., Corning, N. Y.; ~~Crockett,~~ C. W. & C. H. Crockett, Troy, N. Y.; Rite Ray, Reflex Co., Newark, N. Y.

SEVERE LIGHTWEIGHT RUN

Indian Two-Strokes Cover 388 Miles in South Africa and Hang Up Record

DURBAN, South Africa—What is conceded to be the longest run made in Africa on a lightweight motorcycle is that recently completed by W. E. Brown and N. Nickerman, between Heidelberg, Transvaal, and this city. Brown and Nickerman covered the 388 miles over the Natal Mountains and through thick mud in 22½ hours. The average speed for the trip was 17 miles per hour. Their mounts were Indian 2¼ h.p. two-stroke machines.

Near Harrismith, just before crossing the Maluci Hills from Orange River Colony, the mud was so deep that frequent dismounts had to be made to clear out the mudguards. Otherwise, there were no dismounts except for meals.

PASSING OF OLD TOLL ROAD

READING, Pa., Aug. 7.—The Berks-Dauphin turnpike, 35 miles long, making the major portion of the distance between Reading and Harrisburg, will no longer be a toll road after Sept. 1. The operating company has made arrangements to sell out its interests to the State and county for $70, the State to pay half and the county the balance. Needless to say, the move is welcomed by Pennsylvania motorcyclists.

WHERE TO ENLIST

Motorcyclists May File Applications with Capt. Hegeman at Washington

MILWAUKEE, Wis.—The Harley-Davidson window pictorial service is sending out a one-sheet poster calling the attention of motorcycle riders to the fact that all who wish to volunteer for service in the armed forces of the United States should file their application, including an outline of their experiences in full, with Capt. H. A. Hegeman, Q. M. C., Motor Transport department, Room 1102, Interstate Commerce building, Washington, D. C.

It is especially desired that men who have had previous shop and mechanical experience in repairing all makes of motorcycles, should present their applications. "This also applies to men who are already enlisted and serving and who wish to be transferred to the motorcycle service," says the poster.

MOTORCYCLES NEEDED

Scarcity of Horses Leaves Openings for Two-Wheelers at Army Camps

CAMP DOUGLAS, Wis.—The crying need for motorcycles in connection with the work at the various training camps and cantonments is clearly indicated in a news dispatch which appeared recently.

"Since the loss of most of the horses, Camp Douglas is without adequate conveyance for regimental orderly work," says the news story. "A number of regiments have been given vehicles by patriotic citizens, or through subscriptions, and the officers here would appreciate similar action by Wisconsin citizens. A motorcycle with sidecar attachment would be most acceptable. The government itself does not furnish motorcycles and sidecars for units smaller than the army division."

The regiments mentioned as having received motorcycles and sidecars include the First Regiment, of Milwaukee, for which citizens contributed to a fund for the purchase of ten Harley-Davidson sidecar outfits to be used by the ambulance company, along with seventeen motor trucks and ambulances, the total equipment costing more than $60,000.

START GLARE CAMPAIGN

BOSTON, Mass., August 6.—The Massachusetts Highway Commission has started a crusade to compel motorists to obey the headlight law which has been in force for two years. Two inspectors picked up 50 drivers last week whose headlights did not comply with the law and gave them until next Wednesday night to appear before the Highway Commission for a test. If at that time their lights comply with the regulations they will go scott free. On the other hand, if nothing has been done in the meantime their licenses will be jeopardized.

HERALD JOINS OFFICERS' RESERVE

SAN FRANCISCO, July 30.—Armin Herald, formerly a salesman with Fred H. Bente, has joined the officers' training camp at the Presidio.

MAP ROUTE FOR MILWAUKEE ENDURANCE

Grind Scheduled for Sept. 2-3 Will Take Contestants Twice Across the State—Herrington and McGinnis Have Pathfinding Thrills

MILWAUKEE, Wis.—Final details on the route to be taken by the Military Endurance Run of the Milwaukee Motorcycle club on September 2 and 3, Saturday and Sunday, have been completed by the club's scouts, Art Herrington and Ben McGinnis.

The scouting expedition was replete with thrills, the excitement being furnished by that pestiferous nuisance, the road hog. The scouts had proceeded nearly 100 miles over the course and had reached a point near Portage when the driver of a flivver came around a turn on the wrong side of the road and forced McGinnis to take to a pile of rocks, with the result that he sustained severe injuries to his face and arms.

Farther along, Herrington was almost put out of business by a similar accident, only in his case there were two flivvers coming abreast around a bad turn. The veteran Newarker had only one choice—going into the ditch, and he still contends that he made a most graceful job of it despite sundry head, arm and leg bruises.

Herrington's road hog, however, did not get off as easily as the chap that pushed McGinnis off the right of way. Art had to ride almost wide open for eight miles to get him but when he did, after the eight-mile chase, he told the flivver chap a few things that will not be forgotten for a long time.

The first Milwaukee endurance contest comes as the result of repeated demands on the part of the riders in this section of the State for something along that line. The two days of travel will cover 500.8 miles and will be from this city to La Crosse and back, twice across the State.

The first day will check through the following towns: Ixonia, Rio, Portage, Kilbourn, New Lisbon, Tomah, Sparta, West Salem and La Crosse. For the second day the route goes through Cashton, Kendall, Elroy, Reedsburg, Baraboo, Madison, Sun Prairie, Hubbleton and Ixonia to Milwaukee.

Secretary Hugh Sharp of the club will head a committee which will go over the course for the purpose of marking it with orange colored triangles.

LONG VACATION TRIP

Atlanta Riders Are Traversing Eleven States on Tandem Powerplus

SPRINGFIELD, Mass.—A summer vacation ride through eleven States is being made by George Raine and Henry G. Cole, of Atlanta, Ga. The two men left their home city on a Powerplus Indian twin, with Raine driving, a few weeks ago, passing through Chattanooga, Nashville, Lexington, Ky.; Cincinnati, Akron and Cleveland, O.; Erie, Pa., and Buffalo, N. Y. While in Akron they went through several of the big tire factories located in that city.

Continuing from Buffalo, the Atlantans rode to Albany, Pittsfield and Springfield. They stopped at the Indian factory for a visit and then proceeded to Boston, which is the easternmost point of their trip. They will return to Atlanta via Providence, New York, Philadelphia, Baltimore, Washington and Asheville, N. C., making short stops enroute.

"We struck all kinds of roads on the way up to Springfield," said Cole, "riding through gumbo mud, red and yellow dirt, clay of different kinds, macadam, concrete and asphalt. I figure that the Massachusetts roads were about the best in the whole distance."

THIS FAIR RIDER NEEDS NO TROUSERED AIDE

Mrs. W. T. Skinner, Wife of a Veteran Roadster, Who Piles Up Mileage Over Indiana Roads "All by Her Lonesome." The Photo Was Snapped in Valparaiso, Ind.

THREE LOSE R. I. LICENSES

PROVIDENCE, R. I., Aug. 7.—Frederick G. Peterson, Axel W. Anderson and John Walton, three of the motorcycle riders who participated in the "feud race" in the town of Warwick on Sunday, July 22, have been called before the State Board of Public Roads with the result that they have lost their licenses. Peterson was harder hit than the others because his license to operate an automobile was also taken away from him.

RECRUITING WITH INDIAN OUTFIT

OMAHA, Neb., Aug. 2.—The Fourth Nebraska Regiment of the N. N. G. uses an Indian motorcycle and sidecar for despatch and recruiting work, and the officers of the regiment are well pleased with the service rendered by the machine. The machine is equipped with Prest-O-Lite and Goodyear tires. It is driven by Corporal Murray, Company B, of the regiment. The companies that comprise this regiment are located all over the State, and since May of this year the machine has been driven over nearly every county in the State, proving an invaluable aid in recruiting work of the regiment.

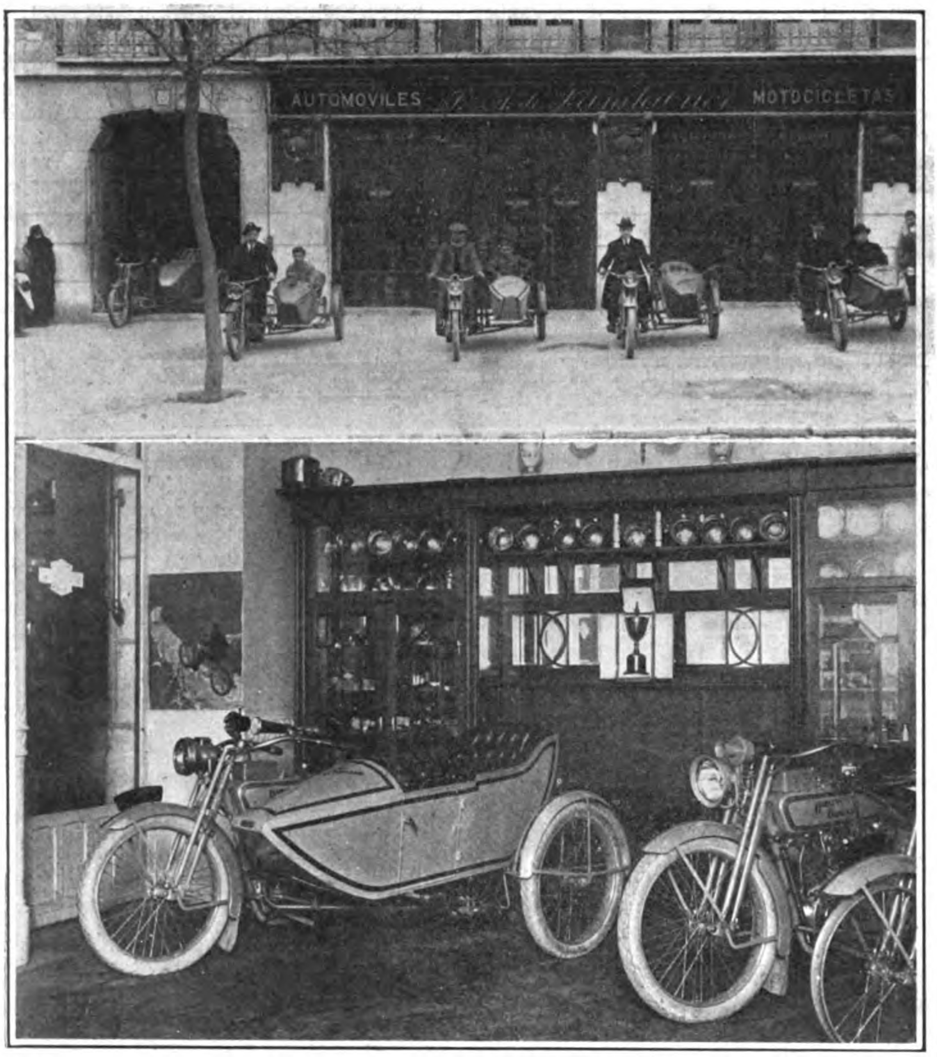
MAKE VACATION TRIPS AWHEEL

OMAHA, Neb., Aug. 12.—Omaha motorcycle riders are putting their machines to good use during their summer vacations, a large number making extensive trips. Harry Stryker and Otto Ramer made the trip to Denver, Colo. Joe Hollenbeck left last week for northern Montana to visit relatives. Mike Mangano and Will Boswit returned from a trip to Kansas City, Mo., finding the roads in excellent condition. Harry Lowry will ride to southwestern Wisconsin next week, while A. G. Sorensen, formerly secretary of the Omaha M. C., has already started for Chicago, Toledo and Washington, D. C.

DELIVERS PAPERS TO SOLDIERS

DENVER, Colo., Aug. 3.—Last Sunday the Denver *Post* mentioned the fact that the motorcycle was giving it good service in getting the paper to the soldiers stationed at Overland Park south of this city. It was stated that each day's edition was rushed to the soldiers on a motorcycle and Uncle Sam's boys were reading the afternoon paper just as soon as the people of Denver and other municipalities near the Colorado metropolis.

ATTRACTIVE HOME OF HARLEY-DAVIDSON IN MADRID



Up-to-Date Motorcycle Headquarters of Landaluce & Co., Spanish Representatives of the Harley-Davidson Motor Co. The Upper Pitcure Shows a Few Spanish Devotees of the Harley-Davidson Sidecar Combination, While the Other Photo Presents a Corner of the Landaluce Sales Room

HARWARD RING

St. Louis Firm Offers New Form of Non-Leak Piston Ring

THE HarWard Mfg. Co., 3939 Magnolia Avenue, St. Louis, Mo., is manufacturing and marketing a unique piston ring of one-piece construction.

It was after many exhaustive scientific tests of various types of piston rings that they were able to develop the HarWard Ring.

The inter-locking members of the joint engage in such a manner that no opening will occur in any direction—even when expanded to a worn cylinder, thus making compression positive and helping to keep the oil from entering the combustion chamber.

The idea in developing this short, positive joint was to get away from the long-lap construction, thereby preventing the oil and carbon from gumming between its members and retarding the free and quick movement of the ring in expanding and contracting to conform to the irregularity of the cylinder—long joints or long parts sliding on each other soon gum up and become sluggish in action and cannot adjust themselves to the cylinder. HarWard short lap joint leaves the ring free and quick in action.

TO DEFEND MAINE MOTORISTS

PORTLAND, Me.—The Maine Automobile Association at the last meeting of its directors voted to engage an attorney to defend motorists arrested for speeding over 15 miles per hour in towns where 15-mile signs are illegally erected and where the speed limit should be 25 miles per hour. Other important resolutions adopted condemned the action of bail commissioners in exacting jewelry and other personal effects from tourists when arrested for speeding.

HARLEY-DAVIDSONS FOR POLICE

COLUMBIA, S. C., Aug. 5.—The Columbia Motorcycle Garage, in which A. M. Campbell and W. J. Height, Jr., are the moving spirits, has just sold half a dozen electrically equipped Harley-Davidson machines to the local police department. The police department is now using eight of the Milwaukee-made machines sold by the Columbia agent, two having previously been taken for experimental purposes. Besides this large police sale, the Columbia folks have also sold 16 electrically-equipped Harley-Davidson machines, and the fact that one of the large government camps at which 30,000 men will be mobilized is located in the immediate vicinity augurs a bigger business to come.

BEST EDITED ON MARKET

The Editor: **— In my opinion, MOTORCYCLE & BICYCLE ILLUSTRATED is the best edited publication of its kind on the market.**

R. S. HAYTHORN.

Belleville, N. J.

MAINE'S NEW DIMMER LAW

PORTLAND, Me.—Maine's new headlight dimmer law becomes operative Aug. 15. The regulations follow the general lines of those observed in other States, but in two details they are believed to improve upon the rules laid down elsewhere, i. e., in limiting the candlepower of automobile headlights to 24 and in regulating the use of the spotlight.

WHEELING RIDERS JOIN AVIATORS

WHEELING, W. Va., August 6.—William Watkins, William Dean and LeMoyne Pickens, three crack members of the Wheeling M. C., have volunteered their services in the aviation corps and have left for Columbus, O., where they will undergo a course of intensive training. Several other riders are making preparations to enlist in the aviation and motorcycle dispatch riding corps.

BOARD FOR OHIO ROAD WORK

COLUMBUS, Ohio.—Glaring inefficiencies and delays which have been in the path of real progress in road work in Ohio during the past two years will be ended shortly by the recent appointment of the state highway advisory board by Gov. Cox. These men were selected: D. H. Kirwin, Auglaize county; A. R. McCullough, Guernsey; H. Humphrey, Cuyahoga, and J. W. Aull, Montgomery. This commission has been instructed to investigate road contracts and to take them away from road construction contractors who are unable to finish them.

TWO-WHEELER FOR COLLECTOR

DENVER, Colo., Aug. 10.—Last week Walter W. Whiting, State distributor for the Harley-Davidson, sold a 3-speed Harley to the First National Bank, one of the largest banking institutions in this city. The motorcycle will be used in the collection department of the bank and was purchased after the First National people saw the good service a similar machine was giving the Colorado National Bank of this city.

DOESN'T WANT TO MISS IT

The Editor: **— Please continue to send me MOTORCYCLE & BICYCLE ILLUSTRATED and do not allow my subscription to lapse.**

EPHRAM R. GUERTIN.

Saco, Me.

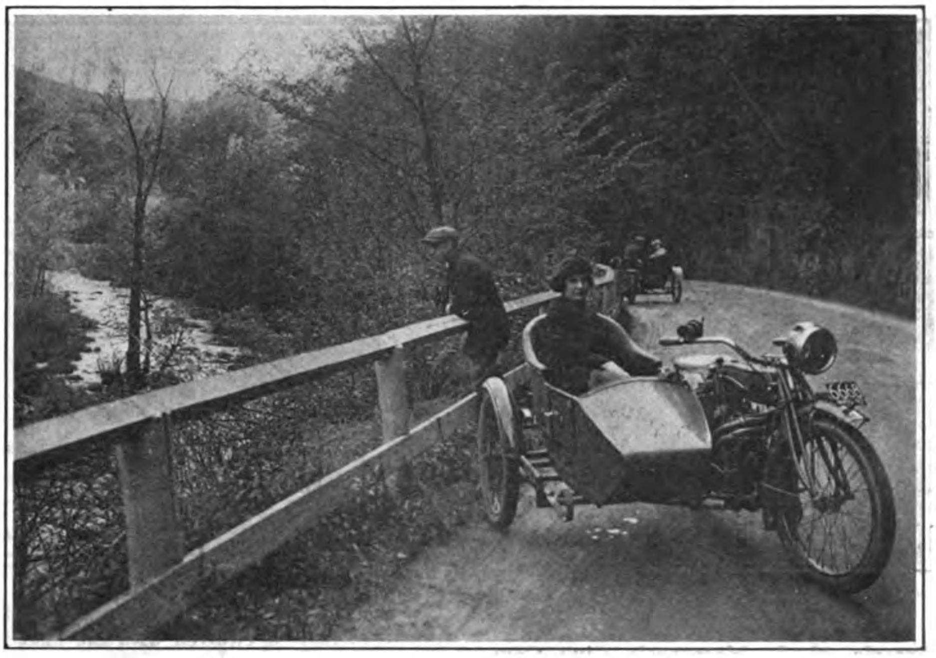
WINTON BUYS HENDERSON

Veteran Automobile Man Gives Motorcycle a Trial and Becomes a Booster

CLEVELAND, O., Aug. 13.—Alexander Winton, veteran automobile manufacturer and president of the Winton Motor Car Co., has bought a three-speed Henderson motorcycle. Mr. Winton has long been a firm believer in the principle of multiple-cylinder power, as the Winton Six was one of the very first cars to adopt six-cylinder construction exclusively, and the four-cylinder power plant of the Henderson appealed strongly to his sense of fitness when choosing a motorcycle.

The machine was originally ordered for his son, but the day after its arrival in Cleveland he could not resist the temptation to try an experimental spin upon it himself, and a new member was added to the ranks of motorcycle riders then and there. He returned from the ride delighted with the sensations of piloting the two-wheel machine, and now enjoys excursions on the four-cylinder motorcycle whenever he can spare time from the multitude of business affairs that call for his attention.

HOW ONE PLEASANT HOBBY SUPPLEMENTS ANOTHER



Ernest Drake, Official Indian Photographer, Makes Every Trip into the Country Yield Him New Treasures in the Way of Attractive Pictures

MOUNDSVILLE RUN PLANNED

MOUNDSVILLE, W. Va., Aug. 13.—It is expected fully 200 motorcyclists will take part in the Ohio Valley Cyclists run to Hagerstown, Md., on Labor Day. No fee will be charged and all motorcyclists whether members of clubs or not may participate.

TOUR FOR WHEELING M. C.

WHEELING, W. Va., Aug. 13.—A three-day sociability tour with Hagerstown as its destination was scheduled to take the place of the annual endurance run, which in the past has been one of the Wheeling M. C.'s classics. The days for the tour are September 1st to 3rd, inclusive, and the ride will be over the National Pike, through Claysville, Washington, Brownsville and Uniontown, in Pa., over the mountains into Cumberland, which will be the first night's stop. Most of the second day will be spent at Hagerstown, returning by the same route to Cumberland, where the second night will be spent. It is expected that at least 100 riders with their friends will take part in the run, which is open to all. There will be no entry fee.

A SMILE WITH A REASON

Smith Motor Wheel Enthusiast on a Picnic Run Out of Milwaukee, Wis., Wearing the Grin That Indicates Satisfaction with His Mount

HUDSON COUNTY M. C. OUTING

UNION HILL, N. J.—The Hudson County M. C. will hold its eleventh annual outing at Sautter's Grove, Fairview, N. J., August 26. A big turn-out is promised, inasmuch as all the previous programs of the club have been highly successful. Communications concerning the affair should be addressed to Secretary Fred Klotsch, care of the club, 4444 Hudson Boulevard, Union Hill.

NEW DEPARTURE MOTOR CORPS

BRISTOL, Conn., Aug. 13.—As a means of relieving the freight situation and bringing in the daily supply of raw and partially finished materials to keep its various plants working at full tilt all the time, the New Departure Mfg. Co. maintains a complete automotive corps, which comprises a personnel of more than a score of men and more than a dozen motor trucks and automobiles.

DENVER RACEMEET COMING

DENVER, Colo., Aug. 10.—It now looks as though motorcycle fans in this part of the country are going to be treated to some very fast races the last of this month at Loveland, Colo. Those in charge of the meet, which starts the 28th and continues for four days, are working hard on the program and the half-mile dirt track is being put into the best of shape. Purses amounting to $800 will be offered.

Already a number of entries have been handed in and the best riders in this part of the country will enter. Colorado riders will not have everything their own way, as riders from other states will be on hand. It is understood that the mainstay of the Indian camp is to be Speck Warner, the Kansas speed artist. Some of the Colorado riders that are expected to ride at the Loveland meet are: Frank Kunce, Johnny Krieger, Orrie Dunham—all of Loveland and Harley-Davidson riders; Floyd Clymer, Excelsior, of Greeley; Vanderhoff, the Denver Harley-Davidson sidecar speedster; "Lucky" Horne, Indian, of Greeley.

These riders all have their eyes on the $800 that has been offered as purses and there is going to be some riding for it.

BROUSE TO BUFFALO FOR GOODRICH

BUFFALO, N. Y., Aug. 13.—R. W. Brouse has been appointed manager of the Buffalo branch of the B. F. Goodrich Co. He succeeds F. E. Titus, who a couple of weeks ago went to New York to head the Goodrich export activities.

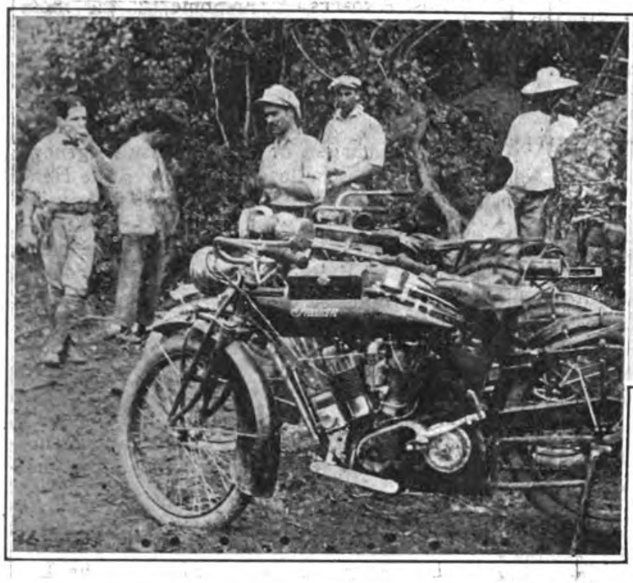
THE SMITHS IN DENMARK

MILWAUKEE, Wis., Aug. 6.—Marryat-Johanson, the A. O. Smith representatives in Denmark, have just placed another big quantity order for Smith Motor Wheels and Smith Flyers. Their only difficulty is in getting steamer accommodations for shipping.

BUSINESS GOOD IN GREELEY

DENVER, Colo., Aug. 10.—Floyd Clymer, Excelsior and Harley-Davidson agent at Greeley, Colo., was a recent business visitor in this city. Clymer reports that business is humming along nicely in his part of the State.

BY MOTORCYCLE TO THE INTERIOR OF PICTURESQUE SALVADOR



J. Lopez Harrison, Indian Representative in Salvador, Recently Made a Trip into the Interior of the Country With a Party of Friends and the Accompanying Photos Were Snapped En Route—The Party Found Plenty of Hard Going for Their Indians, but Got Through Without Trouble, Enjoying Many Unusual Sights Along the Line

FINISH POSTING COURSE

Passaic, N. J., Motorcycle Club Completes Arrangements for 246-Mile Run

PASSAIC, N. J., Aug. 11.—The Passaic M. C. has finished posting the course of its first annual run that is to be held, Sunday, Aug. 26, rain or shine. It is a 246-mile run, with no noon-stop, the first rider leaving Passaic at 6.00 a. m. and returning at 6.12 p. m., on a 20-miles per hour schedule.

The course is as follows: Passaic, Butler, New Milford, N. J., first check, 42 miles; Tri-States a route check, 66 miles out; Dingman's Ferry, second regular check, 93 miles; Stillwater, Blairstown, Columbia, third check, 130 miles; down the Jersey side of the Delaware River to Harmony, over the hills to Bloomsbury, Little York and Croton, with a check at Flemington, 174 miles out; thence back to the start via Bernardsville and Morristown.

There are several cups and plaques up for the best scores in the solo, sidecar and team classes, as well as a trophy for the club that finishes the most number of riders. In addition to these are merchandise awards and gold, silver and bronze medals. For further information and entry-blanks write to Joseph B. Werner, 534 Main avenue, Passaic, N. J.

"FALL RAMBLE" NEXT

Paterson, N. J., Motorcycle Club Will Hold 220-Mile Run Next Month

PATERSON, N. J., Aug. 13.—The first annual "Fall Ramble" of the Paterson M. C. will be held Sunday, Sept. 16, over a 220-mile course, that has this city for its noon-check. The morning loop of 100 miles will take in the best roads of Central Jersey touching Newark, Perth Amboy, New Brunswick, Plainfield and Morristown, while the afternoon ride takes in 120 miles of the upper section of Jersey passing through Boonton, Dover, Newton, Stockholm and Pompton Lakes.

The run is over State roads all the way and is scheduled at 22 miles per hour. An easy schedule and checking system will be used so that a day of sport and good fellowship may be enjoyed with the added spice of competition. The event is to be F. A. M. sanctioned and is open to all registered motorcyclists.

HARD GRIND PROMISED

Seattle Run of 604 Miles Gives Promise of Being a Strenuous Affair

SEATTLE, Aug. 6.—The second annual mid-summer endurance run of 604 miles promises to be harder than last year when no perfect scores were made. Reports from Satus Hill, which smashed the perfect score hopes of last year's contestants, indicate the hill is even worse. An automobile coming down the hill was forced to use "low" all the way down. At times the dust piled over the running boards.

And this is what the riders will have to climb, in the middle of the desert at 2:00 in the afternoon. The list of prizes in Mercer's window is growing, and each morning finds the riders out hitting the country roads practicing up for the run.

A TRIM BOSTON RIDER

Miss Emma Kendall, Who Handles the Mail Order Dept. of W. J. Walker, of Boston, Cleveland Distributor for New England

GOODYEAR NEWS FOR JULY

AKRON, Ohio.—The July number of the *Goodyear Tire News*, the house organ of the Goodyear Tire & Rubber Company, devotes considerable space to the importance of dirigible balloons in warfare and also finds space for a number of interesting photographs and articles concerning activities in the motorcycle and bicycle fields. Almost a full page is given up to a description and photographs of the July 4 race meet at Sheepshead Bay, N. Y., in which Goodyear tires figured prominently on the winning list. "Practical Vulcanizing Hints" continues to be an interesting feature for dealers.

STRONG S. K. F. BROADSIDE

HARTFORD, Conn.—The S. K. F. Ball Bearing Company has just issued a publicity broadside in the form of a folder showing photographs and statements from well-known trade men relative to the use of S. K. F. ball bearings. Owing to the prominence of the men who are quoted and the straightforward manner in which they give their approval to the S. K. F. products, the company feels that this folder is one of the strongest efforts of the kind it has ever put through.

INDIAN RIDER WINS HILL-CLIMB

UTICA, N. Y.—Frank Brennan, Indian, won the Richfield Springs hill-climb held on Aug. 11, defeating sixteen competitors. Brennan's time was 47.3 seconds. The hill is very steep, although the surface is generally good. Three bad turns cut down the speed of all contestants, and a poor stretch of road at the start made quick getaways difficult.

'FRISCO TRADE IS LIVELY

With Draft Situation Settled the Sales Hit Their Usual Gait Once More

SAN FRANCISCO, Aug. 7.—Business is picking up. Motorcycle and bicycle dealers state that since the draft question has been definitely settled, there has been a decided improvement in the trade outlook on the Coast. Sales of new machines are satisfactory, and second-hand mounts are disposed of about as fast as they can be found.

As an indication of the present trade trend, Mr. Loudenclos, San Francisco representative of the Henderson, states that he sold five machines in less than a week, and that the outlook for the month of August is better than for any preceding month this season.

OUTING AT HEALDSBURG

Frisco and Oakland Riders Visit Healdsburg Boys and Enjoy Fine Program

SAN FRANCISCO, Aug. 7.—On August 5 the San Francisco M. C. made a run to Healdsburg, leaving on the 6:50 Sausalito boat. The Oakland M. C. left on the 7:20 Richmond boat and met the Frisco party in San Rafael, whence they left for Healdsburg via Santa Rosa. The road between San Rafael and Santa Rosa was very rough in places, but the 15 miles between Santa Rosa and Healdsburg was State highway. The Healdsburg M. C. had made arrangements for a dinner for the visiting riders, which was financed by the club. Many of the party spent the afternoon swimming and boating and started on the return trip about 4:30, arriving in San Francisco before dark, where they went to the club rooms for their dinner. Thirty-seven of the club members were in the party and the mileage was a little over 140.

On August 19 the San Francisco Motorcycle Club will make a run to Coyote Creek. They intend to make this a Saturday and Sunday night run and will take a camping outfit and eatables with them.

TRADE BITS FROM 'FRISCO AND VICINITY

SAN FRANCISCO, Aug. 7.—H. Moon, vice-president of the San Francisco Motor Club, and Miss Virginia Vieira were quietly married on August 1 at the home of the bride in this city.

E. H. Ramer, a motorcycle and bicycle dealer of Redding, came down to the city on his motorcycle. Mr. Ramer states that business is booming in his town and that the fall outlook is splendid.

H. J. Banta, coast representative of the Cleveland motorcycle, is in Los Angeles on a business trip.

Ben Bresee, of Fresno, came up on his motorcycle a few days ago.

C. F. Dall, a bicycle dealer of Aberdeen, Washington, has taken his brother into the partnership and the firm will be known as Dall Brothers.

E. C. Pannett, a bicycle dealer of Sumas, Washington, died last week.

Putzman & Bowman, motor and bicycle dealers of Sacramento, have leased additional quarters adjoining their present store on Tenth street, between K and L streets.

O. C. Lowry, of the firm of Steuben & Lowry, dealers in motorcycles, bicycles and accessories in Visalia, Cal., has sold out his interest in the firm to W. E. Stueben.

'FRISCO M. C. HAS SOCIAL NIGHT

SAN FRANCISCO, Aug. 7.—The San Francisco M. C. held a social program on the evening of August 2. Following an entertainment there was dancing, and at midnight refreshments were served. The club's social nights are scoring quite a hit.

CLEVELAND RIDER'S FINE SHOWING

SAN FRANCISCO, Aug. 7.—L. G. Stables, of Los Angeles, arrived in San Francisco August 3, having made the trip from Los Angeles to San Francisco on a Cleveland in 22 hours actual running time, averaging 25 miles an hour. Mr. Stables states that he struck some pretty rough snags and found lots of sand. He came over the Ridge Road to Bakersfield on six quarts of gasoline, a distance of 84 miles. The average on the trip was 70 miles to a gallon of gas.

DRAFT HITS LOS ANGELES RIDERS

LOS ANGELES, Cal.—Some of the most prominent young men in the trade on Motorcycle Row are preparing to respond to the nation's call. Among those whose names appeared in the roll of honor on publication of the draft list were Claude Short, manager of the Cleveland agency; George Rubsch, head salesman for the Henderson and president of the Los Angeles Motorcycle Club; C. A. O'Bert, of the Pacific Motor Supply Company sales department; and Ralph Sullivan and Joe Krusich, of the Pacific Motor Supply Company's shop, and Bill Freeman. The actual publication of the draft list at once relieved the uncertainty of many prospective buyers. Three young men dropped into the Pacific Motor Supply Company the following day and said that as their names were not on the list, they were going to buy immediately.

LOS ANGELES CLUB ACTIVE AGAIN

LOS ANGELES, Cal.—Outings of the Los Angeles Motorcycle Club, which were temporarily discontinued for about six weeks, have now been resumed and good sized parties are going out every other Sunday. On the first Friday in August the club featured a Stag Night and on the final meeting in July there came before the club the matter of changing the club quarters to a new location on Jefferson street near the corner of Main.

HOW HAMILTON LINES 'EM UP IN PITTSBURGH

HARLEY WINS AGAIN
EIGHT MORE
HARLEY-DAVIDSON MOTORCYCLES
FOR PITTSBURGH POLICE

New Fleet of Harley-Davidsons Sold by S. C. Hamilton to the Pittsburgh Police for Addition to the Department's Already Large Squad

BENNETT'S "X" SALES MOUNT HIGH

LOS ANGELES, Cal.—Wells Bennett of the Excelsior Agency has experienced this July just past the best sales month in his two years with the Excelsior Agency. He has sold more second-hand machines by a good number and also reports new machines going well, with many new prospects investigating. Among his sales of new series 18 Excelsior, which was specially interesting, were two sailors aboard the United States vessels at the submarine base in Los Angeles Harbor.

EMERGENCY KITS FOR FRISCO RIDERS

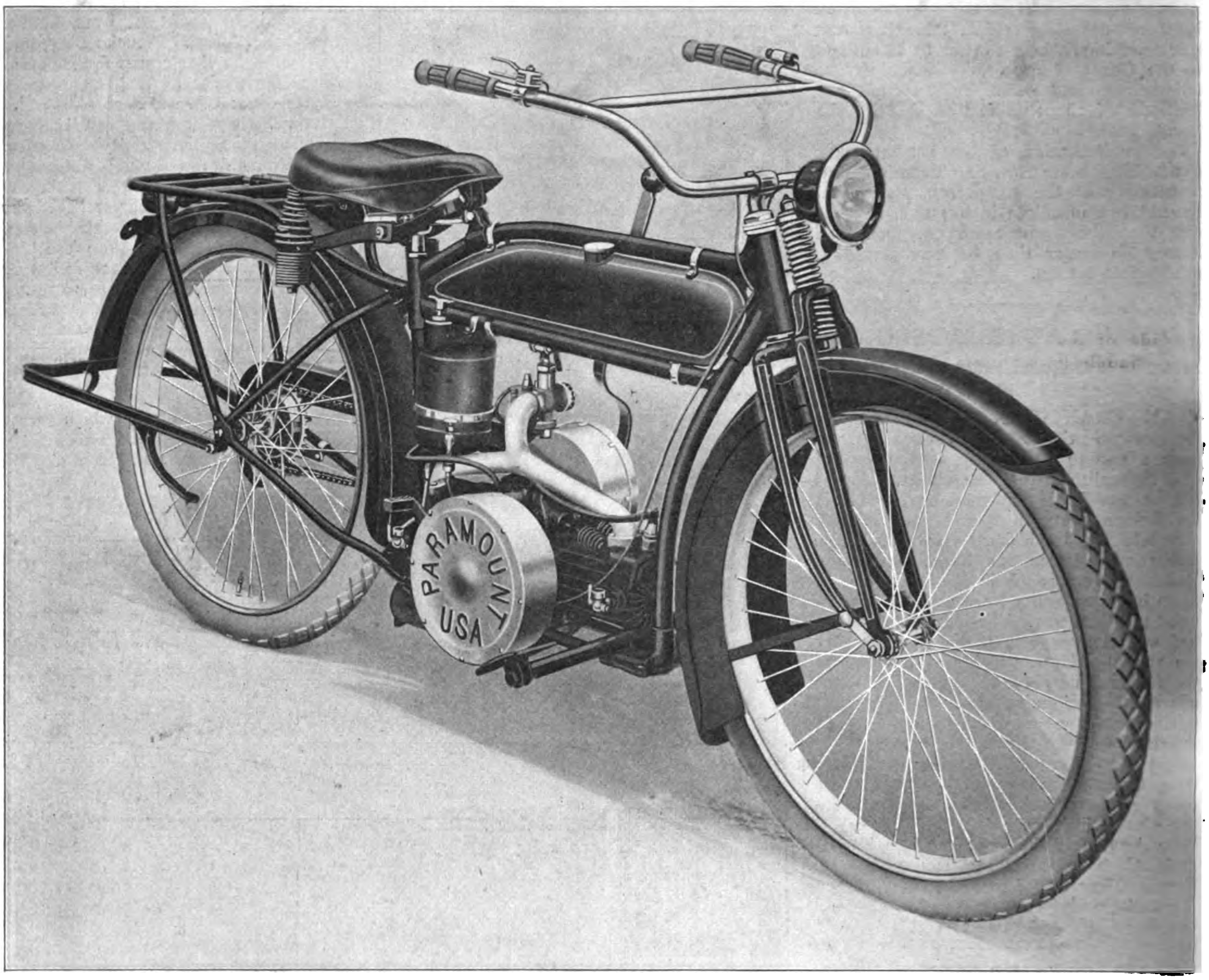
SAN FRANCISCO, July 30.—The San Francisco M. C. has provided its captain, first and second lieutenants with emergency kits to be carried on all club runs for use in case of injury to any of the riders.

SPEEDER CLEANS POLICE MACHINES

LOS ANGELES, Cal.—Andrew Myer, of Los Angeles, has the distinction of receiving the most novel police court sentence for motorcycle speeding. When Myer was ordered to halt he gave the officers a chase over the most dusty thoroughfares he could locate in the unpaved district. Instead of a fine Judge Richardson imposed a jail sentence with instructions that he be put to work cleaning the motorcycles of the city speed squad.

SIMPLICITY FEATURES PARAMOUNT LIGHTWEIGHT

Latest Addition to Motorcycle Family Combines Sturdiness, Power and Attractive Lines; the Outcome of Exhaustive Tests by Motor Specialists; Some Innovations Shown

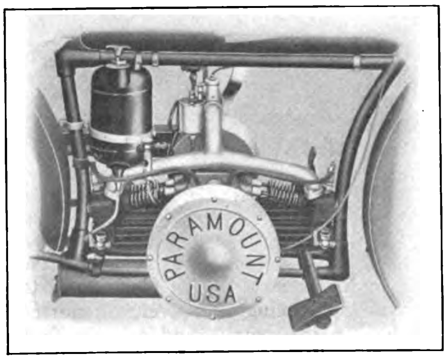


The New Four-Cycle Opposed-Motor Paramount; Note Compactness of Powerplant and Simple Spring Fork

COLUMBUS, Ohio.—Featured by exceptional simplicity of construction, due to reduction of the number of mechanical details, by a highly desirable combination of light weight and strength, and by a clean-cut appearance throughout, the Paramount lightweight motorcycle just announced by the Paramount Motor Co., of Columbus, promises to find a place well to the front among this country's quality products in the power two-wheeler field. The Paramount company, which is already known through its manufacture of automatic screw machine products and parts for the motorcycle and bicycle trade, promises to have the first batch of machines ready for the market in the near future. The factory is in full swing.

The motor is two-cylinder opposed and of the four-cycle type, with a bore stroke ratio acknowledged by European as well as American engineers to be the most efficient for its size, the bore being 2 3/10 and the stroke 2 6/10, giving a total piston displacement of 19.40 cubic inches.

All the motor parts are drop forgings. The crank shaft, which is hardened and ground on pins only; connecting rods, pistons, and rings are weighed and balanced.

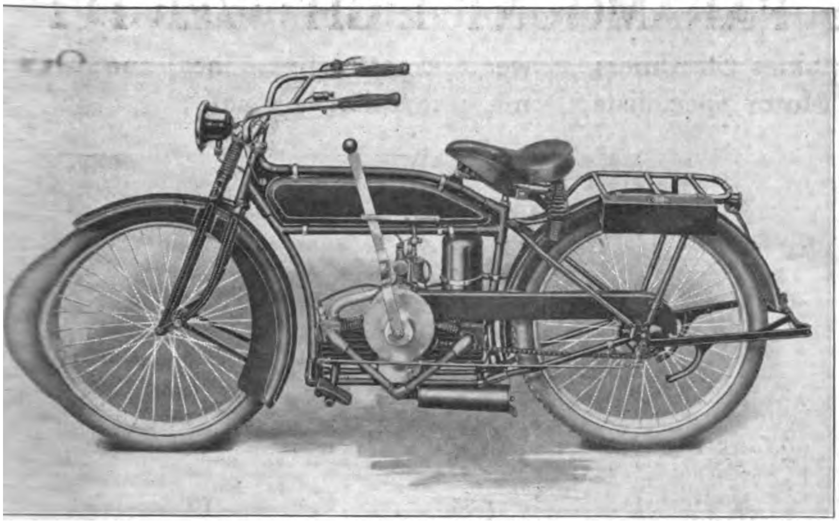


The Source of Paramount Power

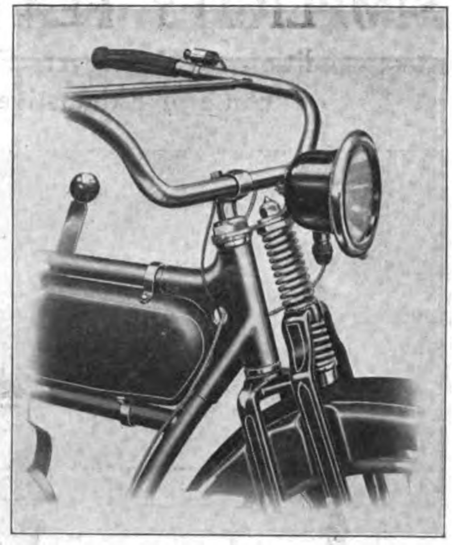
This accuracy in construction, together with its proportioned details of parts, allows the motor to deliver approximately four and one-half to five h. p. between 3,000 to 4,000 r. p. m. with ease.

The cam shaft is a newly patented feature, absolutely noiseless. The simplicity of this part of the power plant can readily be seen, when the large multiple disc clutch, containing 10 five-inch discs, is a unit of the six to one ratio on the outside end of the cam shaft, and three cams each operate the inlet and exhaust valves in opposite directions successively. This does away with all gearing, the only two gears in the entire machine being the driving gear, which is mounted on a very large double row annular ball bearing. The chrome nickel steel pinion on the crank shaft, which is spiral cut, performs the opening and closing of valves as well as the duty of driving.

The unusually large frictional surface

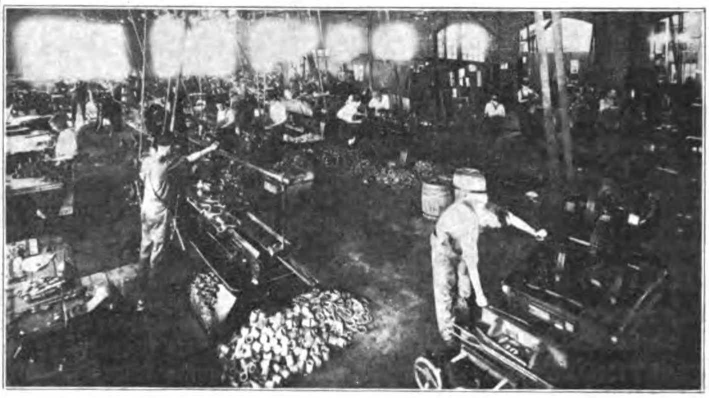


eft Side of the Paramount Lightweight; Note Efficient Chainguard, Low Saddle Position and Sturdiness of Construction Throughout



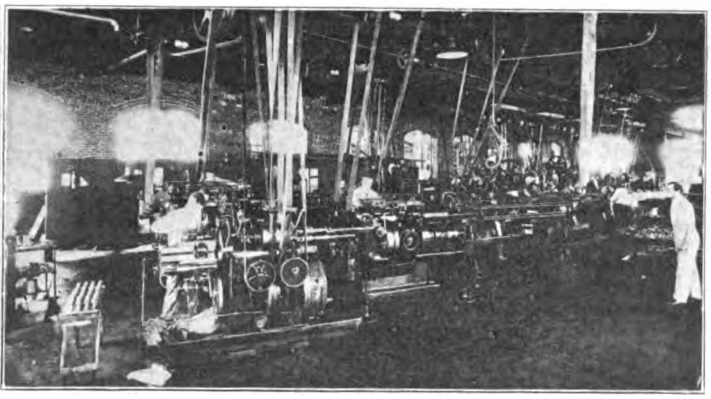
The Paramount Front Fork Spring

n the Spacious Factory Where the Paramount Lightweight Is Made; View Shows the Heating Room



In the Automatic Machinery Department

An Impressive View of the Stock Room



Automatic Department from Another Angle

contained in the clutch by the number of discs and area was adopted to give this part of the mechanism extremely long life and to make starting of the machine an easier operation, with the absolute absence of gripping. Another feature is the absolutely fool-proof ignition, which is again applied with the entire absence of gears, being that part of the fly-wheel itself and a high tension magneto, which will deliver the spark at the proper time and just as hot, at a low or high number of revolutions per minute. This is another patented feature and discloses again simplicity and absence of unnecessary parts.

The carburetor is a by-pass type with low-speed adjustment and no springs whatsoever, consequently once adjusted it will perform its duty equally well at all speeds, without the possibility of getting out of adjustment. The inlet pipe, which is made of manganese bronze, will withstand any vibration and is made out of one solid piece.

The frame is of the cradle or loop design. The front lower member is made of heavy 16 inch seamless steel tubing, led into a drop-forged T from which it runs into the double motor cradle, thence clear back to the rear axle, being, however, supported again behind the rear cylinder by a drop forged rear T, securely fastened to the saddle bar plunger tube. Nothing but drop forgings are used in every piece that comprises the frame; this expresses strength, lightness and graceful appearance.

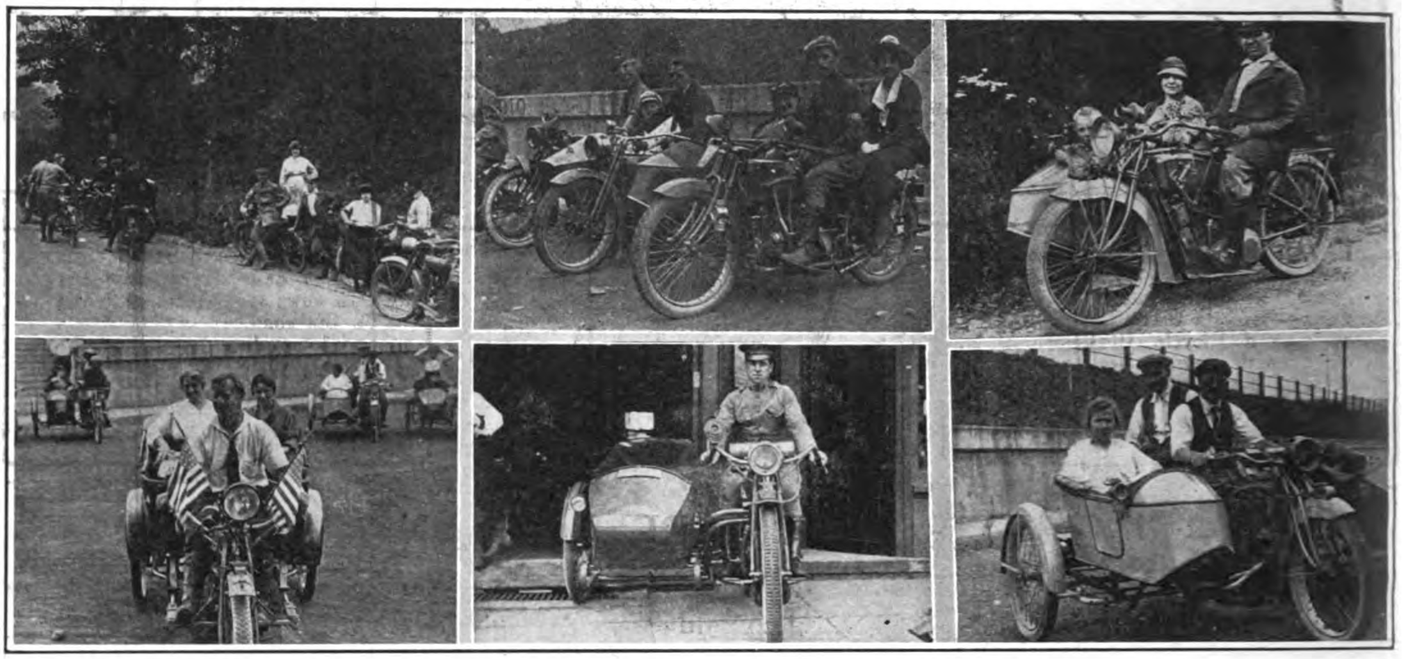
The front fork is not new, being the well known military type, extensively used abroad at present, and is designed to absolutely eliminate shocks. It is adjustable and has of course a rebound attachment, which can be adjusted at the rider's will.

The foot boards are adjustable to any angle, either back or forward to suit the convenience of the rider.

The gasoline tank has a capacity of two gallons, and is pressed out of a solid piece of deep drawn steel, having absolutely no seams to leak through, and its capacity is enough for 150 miles to 175 miles of travel

(Continued on page 41)

SIX RAPID-FIRE SHOTS AT DOINGS OF MOTORCYCLE ENTHUSIASTS



Upper Left—Crotona M. C. Riders, of the Bronx, N. Y., on a Run to Central Valley; Center—W. S. Grau, with Henderson-Rogers Combination, on the Crotona Run; Right—Gus Helwig and Family, Also of the Crotona Party, with Excelsior-Rogers Outfit; Lower Left—Oliver Berckhemer, with Indian-Cygnet Combination, on the Crotona Outing; Center—Recruiting Officer Ferguson, of Newark, N. J., Who Uses His Indian Daily in Connection with His Duties; Right—Another Family Section of the Crotona Squad on the Central Valley Run

MOTOR BATTERY ON TOUR

Baltimore's Motorcycle Soldiers Start on Seven-Day Trip Through State

BALTIMORE, Md.—With the view of proving their ability to traverse all kinds of roads and keep their motorcycles up to top efficiency under all conditions of field service, the members of the Motor Arms Battery, 50 strong, and commanded by Capt. John F. King, left Baltimore August 12 for a seven-day tour of the State.

Every motorcycle was equipped with a Springfield rifle, and all the men carried the regulation army outfit. An automobile supply truck brought up the rear, with the tents and kitchen equipment.

The battery made a short stop at Hagerstown, and then left in the afternoon over the State road for Hancock, where the men camped for the night after a run of 102 miles.

This is the first long run attempted by the battery. A number of daily runs to different points about the State and a two-day run to Harpers Ferry were completed last month without mishap.

POPE DURABILITY

British West Indies Rider Uses Lightweight Five Years With No Trouble

ST. JOHNS, Antiqua, B. W. I.—Arnold W. Gallwey, of St. Johns, is one of the most consistent motorcyclists in this vicinity and at the same time one of the most enthusiastic Pope boosters. Mr. Gallwey reports that he has been the owner of a Pope Lightweight for five years and that it is still running without a hitch although Antiquan roads are far from perfect.

Mr. Gallwey asserts that there is a good field in the British colonies for American motorcycles, because of the difficulty in obtaining machines from England at this time, and he is convinced that if the market is properly approached it can be held in the future against any competition that may develop from European sources.

NEW FEDERAL BOOKLET

Concise and Helpful Information Is Supplied to Tire Users

CUDAHY, Wis.—The Federal Rubber Company is issuing a booklet of thirty-two pages for the convenience of tire users, and those who are interested can obtain copies on application. The purpose of the booklet is summed up in an announcement by H. A. Githens, General Salesmanager of the company, as follows:

We aim to do something more than sell the men better tires. As a matter of fact, the sale only establishes business relations with him. To assure him satisfaction, and ourselves his good will indefinitely, we not only must convince him that we have an exceptional product but educate him as well in its proper use so that he will obtain the maximum service for his money. To that end we have incorporated many helpful features in our booklet under the title "Care saves Wear." In this booklet practically every trouble to which the tire is subject has been illustrated with photographic reproductions and actual specimens gathered from our many service stations. In each case the cause of the trouble is carefully explained and suggestions are offered for its removal. Carefully studied and practiced, the valuable knowledge contained in this booklet will enable any motorcyclist to keep down his repair bills very materially and increase his tire mileage, important points for every rider to consider."

BALKED A CAR SALESMAN

Rochester Motorcycle Man Sold Sidecar Outfit Despite Flivver Inducements

ROCHESTER, N. Y.—Henry Jones, a salesman of the George L. Miner Company, Indian distributor, has just sold an Indian and sidecar under interesting circumstances. Jones called on a prospect at Clarkson, N. Y., and found upon arriving that he had a competitor in the form of an automobile agent. Just when the discussion was getting interesting it started to rain and the motorcar man put up the top on his car and used that as another argument in favor of the four-wheeler.

In spite of this Jones succeeded in closing the sale after the prospect had tried out both the automobile and the sidecar outfit, economy, quality, workmanship and ease of handling being the arguments which finally took the sale away from the automobile man.

ROCHESTER PICNIC

Big Plans Being Laid for All-Day Outing of the City's Motorcyclists

ROCHESTER, N. Y.—The next event on the sport calendar for Rochester motorcyclists is an all-day picnic to be held at Troutsburg, a summer resort on Lake Ontario. It is planned to charge a fee of $1.00, which will go towards paying for a fine dinner for the party.

The programme of sports is being arranged by Art Rochow, who is promoting the affair, and a good time is assured. It is estimated that no less than 125 machines will line up for the run to the picnic grounds. The date for the run will be announced in a day or two. Art Rochow has already received promises from scores of riders to be on hand for the big doings.

ICYCLE SECTION

Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

BIG CROWD HONORS SPENCER AND KRAMER

merican Champion and Former Title Holder Meet at Disabled War Heroes' Benefit Meet and Spencer Takes the Match and Title in Four Hard Heats

ORONTO, Ontario—The largest crowd that has turned out in Canada for a orting event of any kind since the out-eak of war three years ago was seen at e Exhibition Park, Saturday, August 11, r the "war championships" of the Cana-ian Wheelmen's Association. Fully nine ousand excited fans were on hand to see rthur Spencer, the local boy, who now olds the title of American champion, meet rank Kramer, of East Orange, N. J., for e Canadian Professional Championship. pencer annexed the Canadian title, but nly after the big rivals had competed in our half-mile heats was the issue decided.

First Heat a Tie

The first clash resulted in a dead heat, according to the judges. The time was 1.31. Willie Spencer withdrew his entry so that there would be no cry of teaming on the part of the brothers against Kramer. The championship therefore resolved itself into a match competition and the "big leaguers" immediately adopted the "French style" of tactics. The slow riding was not understood by the crowd and there was some roasting but the sensational stretch sprints in the four heats more than made up for the slow time.

In the stretch brush of the second heat Spencer held Kramer safely and won by a length in masterly fashion. Time, 1:38 4-5. Spencer did not come back in the third clash, however, because Kramer pulled off one of his famous jumps 200 yards from the finish and showed the way home in a desperate drive. Time, 1:40 1-5. Matters were even and the pair had to be called out for a fourth start in which the riders once more loafed until the last 200 yards. Both shoved on full speed but Spencer threw himself over the tape a winner.

Mayor Church, Alderman Donald McGregor, Captain Lou Scholes, winner of the Diamond Sculls at Henley just before the war, and officially representing the Canadian Army, and many other prominent citizens turned out to do honor to the Spencers and to Kramer. The pros. were presented with gold cuff links by the C. W. A. as souvenirs of the occasion when they came to Canada to help disabled war heroes for whom the meet was staged.

Fred McCarthy, a former Newark professional, captured one-mile amateur championship in 2:35 4-5, with Norman Webster second and Old Doc Morton third. Norman Webster rode off with the half-mile amateur title in 1:09 2-5. George Price, of the Salem Club, took the half-mile race for boys under 15, for which the first prize was a Meteor bicycle, and then won the one-mile handicap from the 175 yard mark in 2:14.

The half-mile high wheel championship, which is still an annual fixture in Canada, brought out four starters and the race was a sensational episode. Fred St. Onge, of Montreal, earned the high wheel title after a battle all the way with Frank Radway, of London, Ontario, the former 100-mile high wheel champion of Canada, and with Bert Bingley, a local dealer. These three furnished a blanket finish and a great cheer went up as St. Onge nosed out ahead. This was the first time in eighteen years that Kramer and St. Onge had appeared on any track together.

Ray Goldsmith, of the Salem Club, captured the Dunlop Diamond by a victory in the two mile handicap from the 150 yard mark. Time, 4:43. Bert Kennedy, who won the Distinguished Conduct Medal in France, was the hero of the three-mile sidecar race in which he won out with his fast Excelsior. Jack Brandt, with a stock Henderson, took second place a few feet behind the Excelsior, while Butler with a 9 H.P. Thor ran third. Time 4:25 3-5.

Butler with his big Thor showed the way home in the five-mile sidecar handicap with Brandt, Henderson, again in second place. Hadrill, Harley-Davidson, third. Time, 7:13. Wilfrid Morrison rode his Harley-Davidson single in a three-mile exhibition against time in which he eclipsed the track record for the distance. Morrison's time was 3:41 2-5 and the official record was 4:03.

MARQUART IS THE STAR

C. R. C. A. Rider Captures Principal Events at Club's Annual Festival

NEW YORK, N. Y., Aug. 13.—About 200 cyclists turned out for the annual pleasure run and races of the Century Road Club Association yesterday. The run started from the Columbus Circle at 9 o'clock and the route carried the tourists through the city to Pelham Parkway, where the racing events were held. The Red Cross received 25 per cent. of the proceeds from the entry fees of the meet.

John J. Marquart, a member of the promoting club, was the star of the meet. Johnny won the quarter-mile record trial in 31 3-5 seconds and then won the one-mile open race. A five-mile race paced by motorized bicycles was won by F. Bader. Summaries:

Quarter-mile record trial—Won by John J. Marquart; second, Eugene Bendi; third, Eugene Aichelin. Time, 31⅗ seconds.

Half-mile race for schoolboys—Won by Tony Vielek; second, Walter Caldwell; third, R. Geist. Time, 1:04⅕.

One-mile open—Won by John J. Marquart; second, Eugene Bendi; third, J. Palmier. Time, 2:27⅗.

Half-mile novelty race—Won by Eugene Aichelin; second, Eugene O'Mara; third, W. Sauke. No time taken.

Three-mile handicap—Won by Max Halpern, 150 yards; second, Ray Caldwell, 75 yards; third, Gus Hurray, 150 yards. Time, 8:23⅘.

Slow race—Won by Eugene O'Mara; second, Harry Garski; third, Vito Cestone.

Five-mile motor-paced race—Won by F. Bader; second, Louis Sattler; third, F. Dragner. Time, 14:15⅗.

SCHEDULE ANNUAL DERBY DAY

ST. LOUIS, Mo., Aug. 11.—The St. Louis Cycle Club will hold its annual Derby day on September 8. Some of the events scheduled are a coasting contest, hill climb, quarter mile sprint and a slow hill climbing contest. These events will be open to members of the club only.

MAGIN HAS A BIG DAY AT NEWARK

Newarker Captures Three Races in One Day—Referee Disqualifies Him in One Race, but Later Changes His Decision

NEWARK, N. J., Aug. 13.—It was a big day for Jake Magin, the localite, at the Velodrome yesterday. Jake must have taken a few extra speed tablets because he had more speed than the others in three races and came home a winner in each of them, thereby fattening his points in the all-around title race. Magin won the half-mile handicap, the professional invitation and the five-mile open.

Referee Gave Magin a Scare

Jake's string of victories came near being spoiled by the referee. After Magin had just barely nosed out Alfred Grenda, the Australian, at the tape in the last named race the referee ruled that Magin was disqualified and Eddie Madden was fined $10 for teaming. The referee later changed his decision when Magin entered a protest and the local rider was given the race and Madden's fine was taken off.

The big feature of the meet was the team match race in which Arthur Spencer, the champion, and his brother, Willie, were pitted against Frank L. Kramer, the old champion, and Alfred Goullet, the former Australian, and Bob Spears and Reggie McNamara, the Australians. Kramer and Goullet won the first and third heats, the Spencers the second. In the third heat Willie Spencer was to pull his brother and dropped away back. Kramer seeing the angle jumped with Goullet on and won with McNamara and Spears second. The Spencers never got within calling distance and they were joshed for the ivory display of Willie's.

Staehle and Hoffman Win

Amateur Champion John L. Staehle and Harry Hoffman, the 'Frisco rider, again divided the amateur honors. Staehle put up a wonderful ride in the half-mile handicap and won the event from scratch in 55 2-5 seconds. Hoffman elbowed his way home in front in the two-mile open. Summaries:

Half-mile novice—Won by Walter Schroeder, Newark; second, Otto Dassing, Newark. Time, 1:21⅗.

Half-mile handicap, amateur—Won by John L. Staehle, Newark, scratch; second, Anthony Young, Newark, 75 yards; third, George Morlock, Newark, 85 yards; fourth, Gus Lang, Newark, 10 yards. Time, 55⅗ seconds.

Two-mile open, amateur—Won by Harry Hoffman, San Francisco; second, Ed Byron, Australia; third, Gus Lang, Newark; fourth, Fred Taylor, Newark. Time, 4:19.

Half-mile handicap, professional—Won by Jake Magin, Newark, 20 yards; second, John Bedell, Newark, 45 yards; third, Eddie Madden, Newark, 25 yards; fourth, Willie Hanley, San Francisco, 15 yards. Time, 53⅘ seconds.

Miss-and-out invitation, professional—Won by Jake Magin, Newark; second, Fred Hill, Boston; third, Willie Hanley, San Francisco; fourth, Ray Eaton, Newark. Time, 4:59⅘. Distance, 2½ miles.

One-mile team match race, professional—First heat won by Frank Kramer, East Orange, and Alfred Goullet, Newark; second, Arthur and William Spencer, Toronto; third, Reggie McNamara and Bob Spears, Australia. Time, 2:56. Last eighth-mile, 11⅘ seconds. Second heat won by the Spencer brothers; second, Kramer and Goullet; third, McNamara and Spears. Time, 2:43. Last eighth-mile, 11⅘ seconds. Third heat won by Kramer and Goullet; second, Spears and McNamara. Time, 2:51⅘. Last eighth-mile, 11⅘ seconds.

Five-mile open, professional—Won by Jake Magin, Newark; second, Alfred Grenda, Australia; third, William Hanley, San Francisco; fourth, Reggie McNamara, Australia. Time, 9:54⅘.

A FAST AUSTRALIAN

Charles Piercey, Winner of Detroit 24-Hour Race. Draft Doctors Say He Is Almost Perfect Specimen of Manhood

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CYCLISTS ENJOY TOURS

Members of St. Louis Cycle Club Touring Through All Parts of the Country

ST. LOUIS, Mo., Aug. 11.—Many members of the St. Louis Cycle Club are touring with their bicycles this summer. Harry Lang, H. G. Wolzendorf, A. R. Cochran, W. C. Martin; Carl Schuette, of Kansas City, and George Breinig, of Chicago, the two latter being non-resident members, are touring Wisconsin, and report having a most enjoyable outing. F. W. Hunicke, president of the club, who is a veteran tourist, will spend two weeks on his bicycle around Seattle and Portland.

W. M. Butler has just returned from an eastern trip, during which he rode more than 1,000 miles in three weeks. Carl Lindenschmit and R. M. B. Tidd. mayor of Webster Groves, took their wheels with them on their trip to Estes Park, Colo., and will spend much of their vacation time cycling.

LAMANTIA IS WINNER

Canadian Wins 18-Mile Mount Dennis, Ont., Race From Scratch

MOUNT DENNIS, Ontario.—Twenty-six racing cyclists started in the second annual 18-mile bicycle road race from Mount Dennis to Woodbridge, Monday, August 6. This event has become a regular mid-summer feature of Mount Dennis, and the occasion is sponsored by Bruce Othen, proprietor of the Kitchener Bicycle Shop, 1171 Weston Road. This year he put up ten prizes, the chief of which is a handsome silver cup which must be won three times to become the permanent property of a rider.

The distance was covered by T. Lamantia from scratch in 54 minutes, while second place was taken by H. Stroud from scratch in 58 minutes. M. Barney, with the limit handicap of eight minutes, finished third in 62 minutes. The other prize winners included: W. Southern, G. Price, H. Davis, A. Balsom, Roy Bingley, D. Filio and E. Barney.

Fred McCarthy, the former Newark pro, started from scratch for a workout and covered the distance in 52.34. The youngest rider in the race was Roy Bingley, son of Bert Bingley, the veteran Toronto racer. Bingley, who is twelve years of age, finished in eighth position. The entire village of Mount Dennis turned out for the start and Bruce Othen secured considerable publicity through the race.

TORONTO WELCOMES PRO. STARS

TORONTO, Ontario.—A civic reception was tendered Arthur and William Spencer and Frank Kramer, the big pro. cyclists, when they arrived in this city on August 8 for the Patriotic Championships of the Canadian Wheelmen's Association at Exhibition Track, on the following day. Mayor Church welcomed the great riders when they stepped from the train, while there was a large crowd of cycling enthusiasts at the station to give a cheer. The Spencers are former Toronto boys and they had not seen their home town since they began to make a name for themselves at the Newark Velodrome.

DETROIT "GRIND" IS FINISHED

DETROIT, Mich., Aug. 11.—The unfinished portion of the 24-hour race that was started Saturday last was finished on Wednesday night. In the remaining two hours of the race Charles Piercey and Frank Cavanagh, the Australia-Newark team, won. Martin Ryan, Newark, and Tom Bello, the Brooklyn Italian, finished second, and Floyd Krebs and Henry Werner, Newark, ran third. Francesco Verri and Michael Debaets, the Italian-Belgian team, finished one lap back. The total mileage score during the race was 485.3 miles.

ROY TO RIDE AT REVERE

ROCHESTER, N. Y.—Fred Roy, local bicycle champion, and D. Brakefield, of Cleveland, will leave Rochester on Sept. 1 for Boston, to take part in the Labor Day races at Revere Beach. When the races over they will make the trip back to Rochester on their machines.

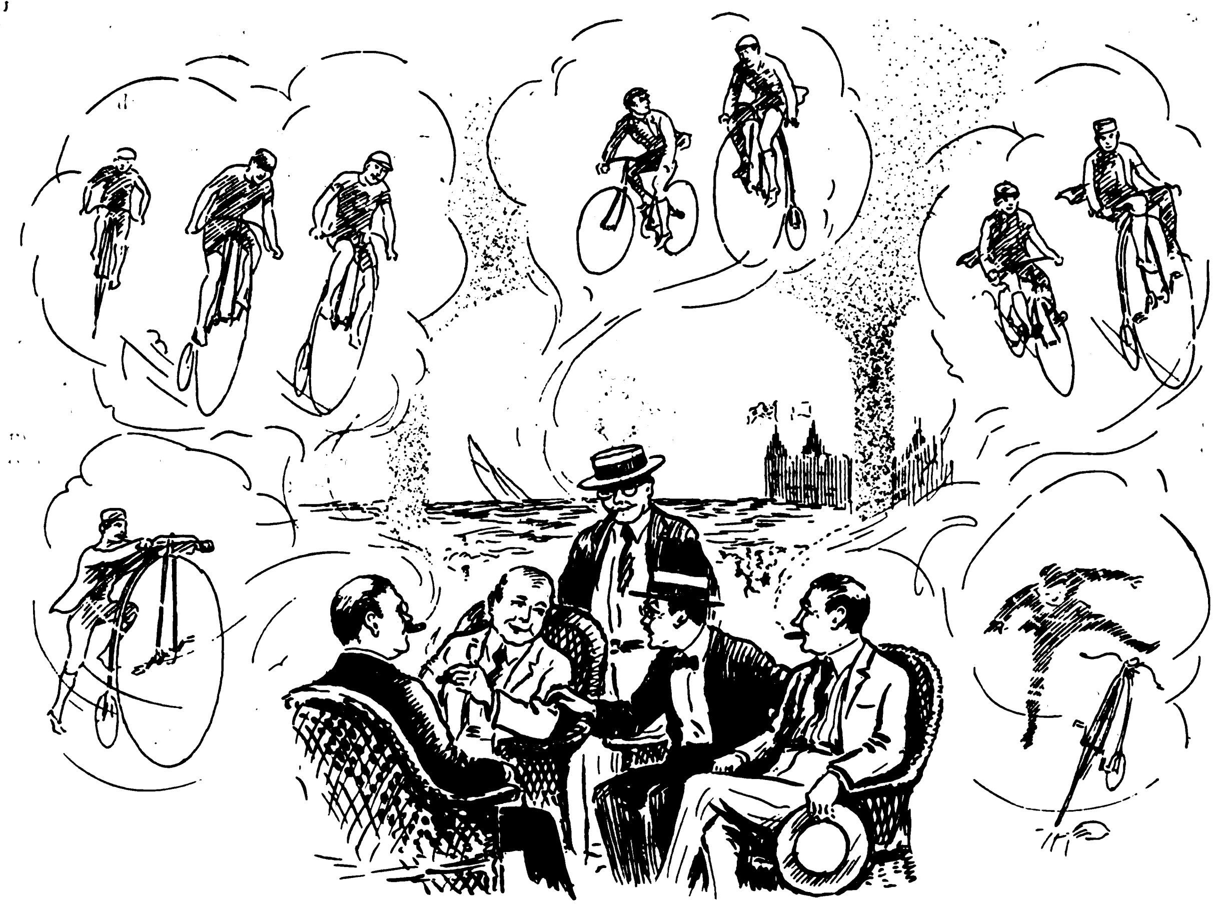
FISK CYCLE CLUB FOR CORONA

CORONA, Cal., Aug. 10.—Under the guidance of the Fisk Rubber Co., eight cycle youths of this town have formed the Corona-Fisk Bicycle Club. The lads have been furnished with pennants, riding caps and pins by the Fisk company and made their first run a week ago.

POORE BROS. TAKE CYCLE AGENCY

FRESNO, Cal., Aug. 11.—Poore Bros., bicycle dealers at 1303 High street, have taken the agency for the Harley-Davidson bicycle.

SKETCHED IN A SHADY CORNER OF THE TRAYMORE VERANDA



Trade Veterans at the Atlantic City Convention of the Cycle Industries Found Time Between Meetings and Dips in the Surf to Review Many of the Developments of Other Days—The Consensus of Opinion Was That "They Were Great Old Days," But That the Present Is Bigger Than Any Period of the Past With Promise of the Permanent Popularity of the Pedal Two-Wheeler

RUDEN SHOWS STRATEGY

Carl Pulls Big Surprise While Pacing Linhart at Revere Beach Track

REVERE, Mass., Aug. 11.—By spectacular pacing, Carl Ruden won the one-hour motor-paced Brassard race at the Revere Beach track on Wednesday night for Victor Linart, the Belgian. George Wiley, the paced champion; Clarence Carman, the old title holder, and Vincent Madonna, the Providence Italian, opposed the Belgian.

Madonna Led at Start

Madonna led the field for 40 miles. At the 42d mile Ruden went to pass Madonna and just as he got up to the Italian he darted for the pole and carried Linart with him. The move surprised Madonna, and in trying to regain the lead he lost his pace temporarily, but soon regained his motor and finished second. Wiley finished in third place.

Lloyd Thomas, the San Francisco sprinter, won the five-mile open for the professional riders. Pat Logan, of South Boston, finished second, but was disqualified for foul riding. Summaries:

Half-mile handicap, amateur—Won by Frank Jeehan, New Haven, 100 yards; second, Michael Barber, Brighton, 100 yards; third, Walter McKenzie, Revere, 95 yards' fourth, Humbert Natarntonier, Edmond, R. I., 105 yards. Time, 56⅘ seconds.

Miss-and-out, amateur—Won by John Fardig, Orient Heights; second, Marcel Berger, San Francisco; third, William Eager, Newark; fourth, Frank Jeehan, New Haven. Time, 2:43⅖. Distance, 1¼ miles.

Quarter-mile handicap, professional—Won by Hardy Jackson, Revere, 75 yards; second, Tom Connolly, Everett, 65 yards; third, Dennis Connolly, Everett, 60 yards; fourth, G. H. Boyd, Somerville, 75 yards. Time, 28 seconds.

Five-mile open, professional—Won by Lloyd Thomas, San Francisco; second, Tim Sullivan, New Haven; third. Fred McKenzie, Revere; fourth, Tommy Grimm, Newark. Time, 11:44⅕. Pat Logan finished second but was disqualified.

One-hour Brassard motor-paced race, professional—Won by Victor Linart, Belgium; second, Vincent Madonna, Providence; third, George Wiley, Syracuse; fourth, Clarence Carman, Jamaica, L. I. Distance, 43⅛ miles.

LAWRENCE FINISHES AHEAD

PHILADELPHIA, Pa., Aug. 11.—Percy Lawrence, the San Francisco cyclist, accounted for the one-hour motor-paced race at the Point Breeze track, Thursday night last. Clarence Carman, the former paced champion, finished second; Frank Corry, the Australian, finished third, and Elmer Collins, Lynn, Mass., fourth. In the hour Lawrence covered 46 miles. Accidents eliminated Carman from all chances of winning. Collins, who lost his racing paraphernalia on the way to the track, was forced to race in his street attire.

KAUFMANN IS PACED CHAMPION

Ernest Kaufmann, the Swiss sprint champion, recently annexed the paced title for his country. The race was over the 100-kilometer (62.13 miles) route, and M. Perriere finished second one-fifth of a second back. The time was 3 hours 16 minutes 5⅖ seconds. Charles Perriere won the amateur paced title at the same meeting in 3 hours 15 minutes 34 seconds.

OLD WHEELMAN IS BURIED

NEWARK, N. J., Aug. 11.—Funeral services for George H. Miller, an old time cyclist and at one time president of the Atlanta Wheelmen, were held yesterday from the home of his sister, Mrs. Charles L. Ingraham, 15 Shanley avenue.

KRAMER'S SPRINT LANDS HIM A WINNER

East Orange Marvel Captures Middle Distance Title in Two-Lap Sprint—Goullet Loses to McNamara in Special Sprint

NEWARK, N. J., Aug. 11.—Frank Kramer, the former sprint champion, will carry the title of middle distance champion for this year. Kramer won the right to the title in the 25-mile championship race at the Velodrome Wednesday night last, and he did the trick in convincing style. Alfred Goullet ran second and Reggie McNamara third.

At the start of the last mile the big crowd, the largest night turnout of the season, stood up as the riders whirled around. At two laps to go Kramer, who had been riding up toward the front, back of Goullet, suddenly forged ahead of Alf and streaked for home. Two laps is a long way to sprint, but Kramer managed to have enough in reserve to beat the field to the tape.

There was plenty of intermediate money distributed in the race. The leader of each lap received one dollar, each mile leader received $5 and the leaders at the five-mile stations received $10. Magin led at the five and 15-mile marks, Reggie McNamara at ten miles and Peter Drobach at 20 miles. At the ten-mile mark Goullet and McNamara had a sprint to decide the unfinished race of a week ago, McNamara winning in the sprint.

Three other races were decided in addition to the long titular event. Mort Goullet, a brother of Alfred, won the amateur handicap at a half-mile, and the miss-and-out race went to William Beck, the localite. Michael De Orio finished first in the latter race, but was disqualified for going through on the inside of the pole line, a favorite habit of many riders.

Peter Drobach, the South Boston sprinter, gathered in $30 worth of larder money when he won the professional invitation, which was run on the miss-and-out style. John Bedell finished second and Fred Weber third. Summaries:

Half-mile handicap, amateur—Won by Mort Goullet, Australia, 75 yards; second, Jerry Nunziata, New York City, 50 yards; third, William Beck, Newark, 35 yards; fourth, George Chapman, Newark, 40 yards. Time, 55⅕ seconds.

Miss-and-out invitation, amateur—Won by William Beck, Newark; second, Bennie Clark, Newark; third, Anthony Attardi, New York City; fourth, Anthony Young, Newark. Time, 3:42⅕. Distance, 1⅔ miles.

Miss-and-out, professional—Won by Peter Drobach, South Boston; second, John Bedell, Newark; third, Fred Weber, Newark; fourth, Al Halstead, Sacramento. Time, 2:50⅗. Distance, 1½ miles.

Twenty-five-mile championship, professional—Won by Frank L. Kramer, East Orange; second, Alfred Goullet, Newark; third, Reggie McNamara, Australia; fourth, Bob Spears, Australia; fifth, Eddie Madden, Newark; sixth, William Hanley, San Francisco. Time, 54:16⅕. Leader at five miles—Jake Magin; time, 10:29⅗. 10 miles—Reggie McNamara; time, 21:25⅗. 15 miles—Jake Magin; time, 32:21⅗. 20 miles—Peter Drobach; time, 43:23⅗.

BOWKER MAKES DEBUT

Inwood, L. I., Cyclist Branches Out in the Paced Game and Wins with Wiley

REVERE, Mass., Aug. 12.—George Wiley, the paced champion, and George Bowker, of Inwood, L. I., won the 40-mile team paced race at the Revere Beach track last night, defeating Victor Linart, of Belgium, and Fred Herbart, of Fall River. This marked Bowker's first appearance back of the motors and he made a very creditable showing. Bowker met with an accident early in the race, but despite the fact that he was bruised up he managed to do his share of the riding and finished the race when Wiley met with an accident at the 37th mile while the Syracuse man was in the lead.

New Pro. Wins Again

Fred McKenzie, the new pro, and Lloyd Thomas, of San Francisco, won the one-mile tandem handicap from 30 yards. The professional five-mile open resulted in a win for Tim Sullivan, the New Havenite. Summaries:

Half-mile Handicap, Amateur—Won by William Eager, Newark, 60 yards; second, Walter McKenzie, Revere, 95 yards; third, Frank P. Logan, South Boston, 105 yards; fourth, Michael Barber, Brighton, 120 yards. Time 55⅕ seconds.

Three-mile Open, Amateur—Won by Elmer Duncan, Everett; second, John Fardig, Orient Heights; third, William Eager, Newark; fourth, Fred Hansen, Revere. Time 6:37⅗.

Half-mile Handicap, Professional—Won by Tom Connolly, Everett, 90 yards; second, Hugh McPartland, Boston, 80 yards; third, Ned Chandler, Boston, 70 yards; fourth, Hardy Jackson, Revere, 105 yards. Time 55⅗ seconds.

Five-mile Open, Professional—Won by Tim Sullivan, New Haven; second, Tommy Grimm, Newark; third, Lloyd Thomas, San Francisco; fourth, Pat Logan, South Boston. Time 11:42⅗.

One-mile Tandem Handicap, Professional—Won by Fred McKenzie and Lloyd Thomas, 30 yards; second, Dennis and Thomas Connolly, 140 yards; third, Pat Logan and Hugh McPartland, 60 yards; fourth, G. H. Boyd and Lester Bowker, 115 yards. Time 1:48⅗.

Forty-mile Motor-paced Team Race, Professional—Won by George Wiley, Syracuse, and George Bowker, Inwood, L. I.; second, Victor Linart, Belgium, and Fred Herbert, Fall River. Time 55:29⅗.

CARMAN WINS AGAIN

Former Paced Champion Romps Home a Winner at the Point Breeze Track

PHILADELPHIA, Pa., Aug. 12.—Jimmy Hunter, the famous pacemaker, piloted Clarence Carmen, the former paced champion, to victory in the 50-mile paced race last night at the Point Breeze track. Elmer Collins, the Lynn, Mass., cyclist, paced by Norman Anderson, finished second, and Percy Lawrence, who had "Bill" Vandeberry as a guide, ran third. Fourth place went to Menus Bedell, who had Provost pacing him. More or less misfortune befell the riders. Summaries:

Three-mile Motorcycle Race, Professional—Won by Billy Armstrong; second, William Vandeberry. First heat won by Armstrong. Time 2:18. Second heat won by Armstrong. Time 2:26⅗.

Fifty-mile Motor-paced Race, Professional—Won by Clarence Carman, Jamaica, L. I.; second, Elmer Collins, Lynn, Mass.; third, Percy Lawrence, San Francisco; fourth, Menus Bedell, Newark. Time 1:0217.

SANCTION TITULAR RACE

SAN FRANCISCO, Aug. 11.—The executive officers of the California Associated Cycling Club met last week and sanctioned the one-mile championship race to be held at Shellmound Park, Sunday, August 26, in connection with the annual picnic of the Tyrone, Fermanagh and Donegal Society. The New Century and Bay City Wheelmen of this city, the Garden City Wheelmen of San Jose, and the Stockton and Oakland Clubs will be represented.

On the Bell Lap

BY THE VET

Fred Taylor, a classy Newark Velodrome performer, was drawn in the draft this week.

The crowd at the first session of the Newark six-day race was a small one. The reserve fund is due for a jolt unless the attendance picks up.

Willie Bolles, the caretaker of the Newark Velodrome, says that the six-day race was put on to give him a little extra work. Some logic at that.

John J. Marquart, the Century Road Club Association's star, was the real clean-'em-up kid at the annual pleasure run and meet of that organization.

The *Irish Cyclist* says that when war broke out in France there were 3,500,000 bicycles in use in that country. A year later the number dropped to 882,000.

The Easel Club is a new one over at the Newark Velodrome. It is made up of the trainers and their friends and gives promise of having many members added to the roster.

Champion Arthur Spencer viewed the first stage of the Newark six-day race from the grandstand. It is better than riding the race and it will save him and the booers much anguish.

The *Irish Cyclist* says that "Defeat is a tonic to a brave man." Some of the cyclists now competing in the Newark, N. J., modified six-day race are certainly due for some tonic before the week is over.

After measuring the course over which the 25-mile road race was run at Buffalo on Decoration Day it was found to be short. The course was exactly 23.7 miles and Al Krushel's claim for a record will not be allowed.

After the finish of the third heat of the team match race at the Newark Velodrome "Happy" March, a trainer, and Jimmy Hunter, the pacemaker, awarded Willie Spencer the ivory cross. Willie surely gummed up the works for the Spencer family.

They almost found a perfect man the other day in Newark, N. J. All women will say that there is no such animal, but when the draft doctors finished examining Charles Piercey, the Australian cyclist, they stated that Charlie was as near a perfect specimen of manhood as they had seen in many a year. Piercey claimed exemption, but the doctors told him that men like him were needed in the new National Army.

ETERAN CYCLIST WINS AT WHITINSVILLE

Crowley, 45 Years of Age, Captures 16-Mile Race from Liberal Handicap Mark—New Yorkers Get Share of Prizes

HITINSVILLE, Mass., Aug. 12.—Joseph Crowley, who claims to be ears of age, captured the 16-mile road of the Whitinsville Wheelmen's Asso- on yesterday. Crowley, who was nted on a Red Wing B. S. A. racer d with Pye-Musselman tires, started n the liberal allowance of ten minutes, taking good advantage of the handi- per's generosity, won with plenty to re.

delegation of ten speedy New Yorkers, nposed of members of the Hudson nty Wheelmen, of Bayonne, N. J., and Unione Sportiva Italiana, made the and competed in the race. The first to be placed was Henry Klotz, of the dson County Wheelmen, who, starting m the 6½ minute mark, finished in ond place. The handicaps were a bit severe for the scratch men, and the st the scratch riders got was 19th and h, due to heavy roads caused by rain. The New York delegation were more rtunate in the distribution of the time izes than they were in securing the place izes. Out of the first seven time prizes embers of the Unione Sportiva Italiana n five of them. First and second prizes were Red Wing racing bicycles, while first time prizes won by Ray Bouldry, of Whitman, was a New England racer. The majority of the other prizes were donated by the United Cycle Trade Directorate.

W. P. Farrell Officiated

William P. Farrell, of the J. W. Grady Co., makers of the Red Wing and New England bicycles, officiated, as did Major Taylor, the old racing cyclist. George Biregel, of the Unione Sportive Italiana, aided as scorer and clerk of course. The finish of the first 20 place winners and the seven time prize winners is given in the following table:

Pos.	Name and City.	Hdcp.	Time.
1	Joseph Crowley, Worcester.	10:00	48:39
2	Henry Klotz, H. C. W....	6:30	47:28
3	Ray Bouldry, Whitman.....	2:30	43:33
4	Frank Carello, U. S. I.....	4:30	45:34
5	Octave Goullet, Linwood...	6:30	47:43
6	Louis Marcello, Uxbridge..	2:30	43:53⅕
7	Arthur Neminsky, U. S. I.	1:30	44:11
8	John Magill, Whitinsville..	4:30	47:14
9	James Magill, Whitinsville.	4:30	47:17
10	Hubert Scagliotti, U. S. I..	4:30	47:20
11	Joseph Bilodean, Linwood..	6:30	49:26
12	George Pio, U. S. I........	6:30	50:32
13	Richard Olsen, U. S. I....	1:30	45:48
14	Edward Reidy, Worcester..	1:30	45:49
15	Ralph Wyatt, Brockton.....	1:30	45:50
16	George Milton, Worcester..	2:30	46:51
17	Thomas La Rossa, U. S. I...	1:30	45:[illegible]
18	John Flynn, Whitinsville...	1:30	45:54
19	Nelson Johnson, U. S. I...	Scr.	44:57
20	Anthony Attardi, U. S. I..	Scr.	44:58

Time Prize Winners

1	Ray Bouldry, Whitman....	2:30	43:33
2	Louis Marcello, Uxbridge..	2:30	43:53
3	Arthur Neminsky, U. S. I..	1:30	44:11
4	Nelson Johnson, U. S. I...	Scr.	44:57
5	Anthony Attardi, U. S. I..	Scr.	44:58
6	Frank Carrello, U. S. I....	4:30	45:34
7	Richard Olsen, U. S. I....	1:30	45:48

U. S. I.—Unione Sportiva Italiana, New York City; H. C. W.—Hudson County Wheelmen, Bayonne, N. J.

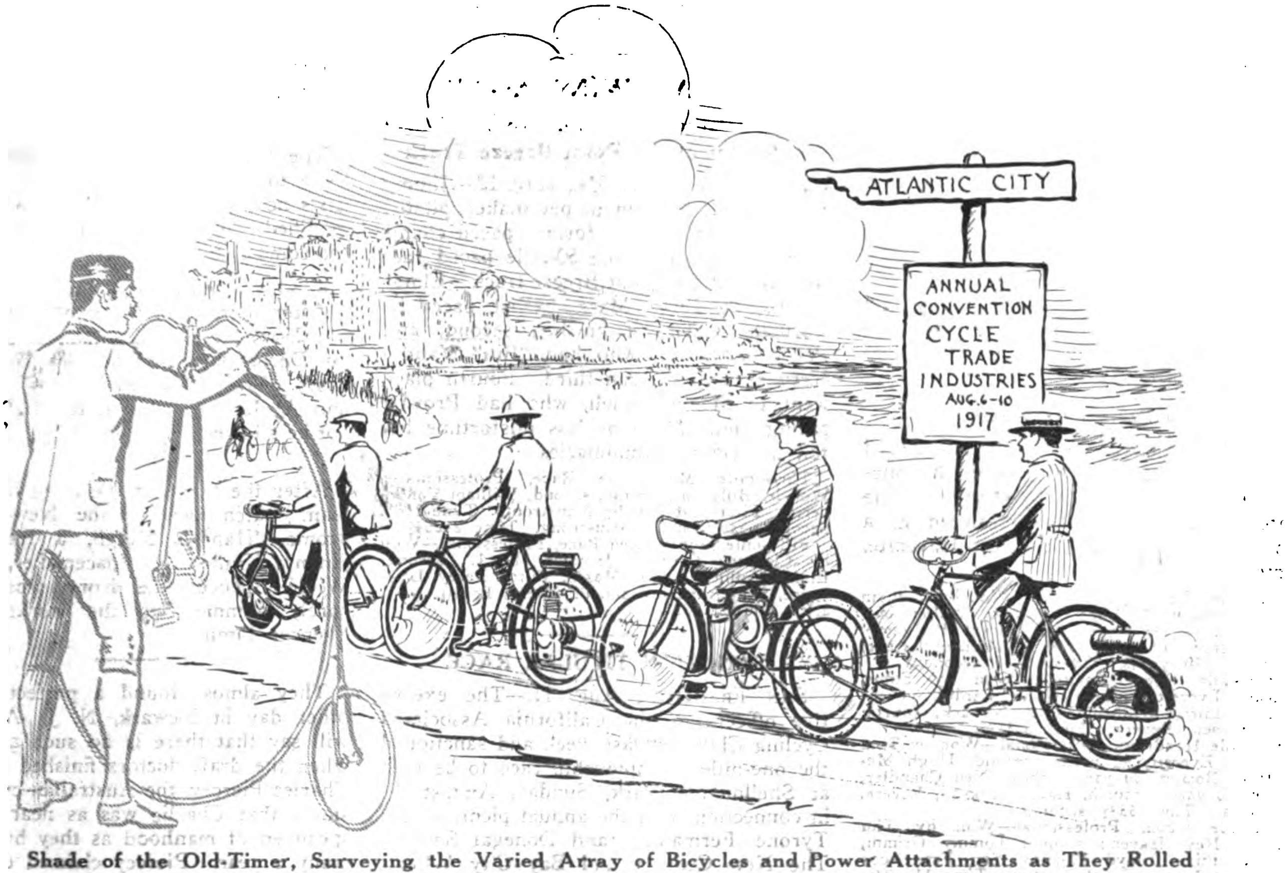
ANOTHER RECORD FOR EGG

Oscar Egg, the Swiss, who holds the unpaced hour record, added another unpaced mark to his list at the Velodrome Sempione, Milan, Italy, July 23. Egg on that day made a successful onslaught on the 500-meter record of 33 seconds by doing the distance in 32⅘ seconds. The former mark was made at Geneva, Switzerland, June 7, 1898, by Duflaux, a Swiss.

ARMY CYCLIST IS DISCHARGED

TORONTO, Ontario—Corporal F. W. Miles, of this city, has been returned to his home from France as unfit for further service and is being granted his discharge from the Canadian Expeditionary Force. Miles was formerly an amateur motorcycle champion of Canada and enlisted as a despatch rider. After serving for ten months he was wounded.

A BIG AND HEALTHY FAMILY—AND GETTING BIGGER!


ATLANTIC CITY
ANNUAL CONVENTION CYCLE TRADE INDUSTRIES AUG. 6-10 1917

Shade of the Old-Timer, Surveying the Varied Array of Bicycles and Power Attachments as They Rolled Into and About Atlantic City During the Convention: "I Thought the Bicycle Family Was Strong in My Day, But It's Getting Broader and More Interesting Every Year."

LOS ANGELES HAS SECOND CELEBRATION

Ten Races Staged on Second Annual Bicycle Day—Kingsley, Nelson and Ziegler Annex Southern California Titles.

LOS ANGELES, Cal., Aug. 11.—Last Saturday the local bicycle dealers and jobbers held the second annual Bicycle Day races. Ten events in all were run and the racing was peppery all through. Included in the list of events were three sectional championships. Ralph C. Kingsley won the track championship of Southern California on a Pierce. The 15-mile road championship of the Southwest was taken by Rose Nelson, a 16-year-old, on an Iver Johnson, and Oscar Ziegler and Kingsley won the tandem championship of the Southwest.

The Salesman Can Race

Salesmen, both inside and those who cover territory, had events arranged for them. Max Fleuckiger proved to be the best road man, while George Chenoworth won the race for the store workers. A professional race was also featured with some old-timers in the lineup. J. Stanley Peach won the race, which was at a half-mile, Peach leading James Watson and Ray Duer, the old-timer from Buffalo, across the tape in that order.

The following were the officials: Referee C. L. Smith; starter, Lee Chambers; announcer, Paul J. C. Derkum; clerk of course, Charles Fuller Gates; assistants, F. E. Besee and H. A. Lillie; judges, F. C. Flickinger, Firestone Tire & Rubber Co.; R. W. Sayre, Appeal Mfg. & Jobbing Co.; W. H. Mathews, United States Rubber Co.; timers, Guy West, Western Rubber & Supply Co.; R. M. Thompson, F. M. Jones Sales Co.; A. Nelson, Riverside; scorers, E. Lebell, Pacific Motor Supply Co.; C. A. Johnson, Pomona Valley Bicycle Association; B. F. Nelligan, Riverside Bicycle Association; J. J. O'Connor, Pacific Motorcyclist; Robert Gerwin, Orange County Bicycle Association; Max Fleuckiger and Charles Tobey. Summaries:

One-mile messenger boys race—Won by Ralph Kingsley; second, Oscar Ziegler; third, George Mulder. Time, 2:46

Half-mile boys (12 years and under)—Won by Edward Welker; second, Roland Figaro; third, Lyle Baldwin. Time, 1:22⅘.

One-mile Southern California championship—Won by Ralph C. Kingsley; second, Glenn Baxter; third, Earl Benton. Time, 3:14⅘.

Half-mile for road salesmen—Won by Max Fleuckiger (Indian); second, Russell Chenoworth (Dayton); third, Charles Tobey (Crown); fourth, J. A. Fletcher (Indian). Time, 1:21.

One-mile Southwest tandem championship—Won by Oscar Ziegler and Ralph C. Kingsley; second, Weeks and Earl Benton; third, Gerwing brothers. Time, 2:27⅗.

Quarter-mile for inside salesmen—Won by George Chenoworth (Appeal); second, F. Wagner (Risden); third, W. Flannely (Risden). Time, 37⅘ seconds.

Eighth-mile slow race—Won by Charles A. Griffis.

Half-mile, professional—Won by J. Stanley Peach; second, James Watson; third, Ray Duer. Time, 1:33.

Quarter-mile for retail dealers—Won by Charles A. Griffis, Hollywood (Reading); second, Harry Osbrink, Riverside (Iver Johnson); third, Harry Richmond, Lincoln Heights (Pierce). Time, 1:36.

Fifteen-mile Southwest road championship—Won by Rose Nelson; second; Glenn A. Baxter; third, Ralph C. Kingsley; fourth, George Gerwing; fifth, Oscar Ziegler. Time, 43:46.

CYCLIST A WAR VICTIM.

TORONTO, Ontario.—Another of Toronto's crack amateur bicycle racers has fallen a victim to German bullets. Official announcement has been made that Private John Lionel Coleclough, a member of the Classic Bicycle Club, was admitted to No. 5 General Hospital at Rouen, France, July 23, suffering from gunshot wounds. Coleclough enlisted with the 180th Sportsmen's Battalion and proceeded overseas last October. He was born in Toronto and is nineteen years of age. He won many prizes on Toronto's board track before the war and elsewhere.

MAURICE PRICE WINS

Philadelphian Captures Second Title Race at the Point Breeze Track

PHILADELPHIA, Pa., Aug. 12.—A large crowd turned out for the 29th annual Forester's Day at the Point Breeze track yesterday afternoon, and they were treated to some great cycling events by the pick of the Philadelphia amateurs.

Maurice Price was the star performer in the third-mile city championship, the second of the series for the local title. Price sprinted to the front near the finish and led Harley and Kelly home. The miss-and-out, which proved to be a thriller, was won by George Harris, while his brother, Frank, annexed second honors. Summaries:

Third-mile city championship—Won by Maurice Price; second, George Harley; third, Phil Kelly. Time, 44 seconds.

Miss-and-out race—Won by George Harris; second, Frank Harris; third, Maurice Price.

GRIND FOR ROCHESTER

Empire Club in the Flower City Plan Six-Hour Race Next Month

ROCHESTER, N. Y., Aug. 13.—The Empire Cycle Club, of this city, plan a six-hour race to be held Saturday afternoon, September 8. It is planned to hold the race on Franklin Square, which is about two blocks from the centre of the city, and in case the city fathers will not sanction the use of this square which is six laps to the mile, and of new asphalt, another track will have to be found which may set the date back.

Fred Roy, the local champion, who is the leading member of the club, is managing the races, and he has assurances from clubs in Buffalo, Cleveland and Dunkirk that they will each be represented by a team. It is also planned to run a two-mile open event around the outside of the circle during the six-hour race which is to run under practically the same rules as the six-day races are governed. There will be plenty of prizes, both in cash and merchandise.

RACING IN PARKS

Superintendent of Parks in Indianapolis Gives O. K. on Building of Tracks

INDIANAPOLIS, Ind., Aug. 6.—It seems that the good old bicycle racing days that once invaded the Hoosier capital are about to be revived. James H. Lowry, superintendent of parks, has announced that special provision has been made in three of the parks to accommodate one-quarter mile bicycle tracks. While these will be primarily for the youths of Indianapolis, it is sure to have a favorable effect on those fans who only await events of this nature to hear the call themselves.

The City Parks Cycle Club has already been organized with Charles E. Wehr as supervisor. No dues are required but each prospective member must obtain a registration card. The boys from 12 to 18 years of age will be divided into classes according to age. Younger boys will not over exert themselves by being placed against older boys in competition and each will have an equal showing with boys of their age.

Dr. S. H. Malpas has given his services to the club and will personally examine every member in order to ascertain his physical fitness for bicycle racing. Local dealers are following the movement with the utmost interest and have already donated a number of substantial prizes. Races will be held during August, September and October.

ON SCOUT DUTY—FOR SNAPPY PHOTOS, NOT ENEMIES

Advertising Manager W. K. Porzer, of the Westfield Mfg. Co., on a Still Hunt for Attractive Settings in Which to Kodak Columbia Pictures

ILL FEELING IN NEWARK SIX-DAY RACE

Belligerent Cyclists Nearly Come to Blows Following First Session of Modified Six-Day Race—McNamara Wins First Stage

NEWARK, N. J., Aug. 14.—There was plenty of excitement, good racing and almost a declaration of war among the racing cyclists last night at the Velodrome. The modified two-hour-a-night six-day race was started with 14 teams, and before the two-hour session was finished the small crowd that turned out was treated to some racing that had ill feeling attached to it.

The list of teams follows: Frank Kramer and Alfred Goullet, Reggie McNamara and Bob Spears, Alfred Grenda and William Spencer, Jake Magin and Willie Hanley, Eddie Madden and Fred Hill, Charles Piercey and Peter Drobach, Eddie Rupprecht and Willie Coburn, Menus and John Bedell, Gordon Walker and Tommy Smith, Al Halstead and Ray Eaton, George Cameron and Frank Corry, Fred Weber and Percy Lawrence, Floyd Krebs and James P. Cobert and C. B. Georgi and Waldo Guldager.

Special prizes were offered as follows: Fifty cents to the leader of each lap; $5 to the leader at each five-mile mark, and $40, $25, $15, $10 and $10 to the first five finishers each night. The big finish will be on Saturday night and will be run on the so-called Berlin style, which will furnish a sprint every five miles during the last two hours of the race, the team scoring the lowest number of points being declared the winner, and so on.

Reggie McNamara won the final sprint last night. Jake Magin, Alfred Goullet, Fred Hill and Frank Corry finished as named. After the finish Goullet protested that Magin run him wide, but the referee refused to take any action. Goullet then offered to fight Magin, but when Magin accepted his offer Goullet declined the issue. All teams were tied at the finish with the exception of the Georgi and Guldager team, who were one lap back. The leaders covered 54⅔ miles. The finish and time at each five mile and hour marks with the leaders follow:

Mile	Leader	Time
5	Magin and Hanley	10:48⅘
10	Piercey and Drobach	21:29⅘
15	M. Bedell and J. Bedell	32:59⅕
20	McNamara and Spears	43:44
25	Kramer and Goullet	54:55⅕
1 hour	Kramer and Goullet	27⅓ miles
30	Goulet and Kramer	1:05:43⅗
35	Kramer and Goullet	1:16:44⅕
40	Piercey and Drobach	1:27:31⅗
45	M. Bedeil and J. Bedell	1:38:43⅘
50	W. Spencer and Grenda	1:49:43⅗
2 hours	McNamara and Spears	54⅔ miles

SHOWERS NO BAR

Milwaukee Cycling Club Stages Meet at Washington Park with Ceremonies

MILWAUKEE, Wis., Aug. 12.—Despite showery weather, the North Side Cycle Club's first race meet on the half-mile track in Washington Park this afternoon filled the public grand stand and caused an overflow all around the oval. It's been a score of years since Milwaukee has demonstrated such enthusiasm over bicycle races.

To lend dignity and publicity to the occasion, Patrick McManus, the sheriff of Milwaukee county, acted as official starter, and, aside from a few false starts that resulted when the sheriff's pop gun went on a strike, everything went off in fine shape. The meet today set the first record for the Washington Park track—2:26 for the mile—a mark that was not bettered in the time trials even though the riders in this event had the advantage of a flying start.

Special Attractions Added

The regular events were sandwiched in with special attractions. One was a match race between Simon Goerke and Oliver Wiggins (on 1891 models) to settle a bet of long standing. To give the old timers a pace, Willison rode his high wheel. Goerke finished about a quarter of a mile ahead of Wiggins, but the latter was game, even to pushing his old contraption up to the finish line on foot. Lack of wind was responsible for this novel finish by Wiggins. Wiggins attempted to establish an alibi by stating the Willison raised so much dust with his high wheeler that he couldn't see the track. Goerke offered to run the race over without the offending dust raising pace maker, but Wiggins declined.

Chris. Rusch and Henry Stenzel gave the crowds a sight of real speed in the tandem race when they finished a half lap ahead of Richard Gunning and Cork Neumann. Billy Rusch copped the handicap for old timers with his brother Chris. in close pursuit.

Summaries:

One mile boys' race—Won by Frank Johnson; second, Albert Ott; third, Arthur Joers. Time, 2:34.

One mile novice race—Won by Arthur M. Lauman; second, Charles Fisher; third, Frank Johnson. Time, 2:26.

Two-mile handicap—Won by William Willison, Jr.; second, Herbert Schulz; third, Cork Neumann; fourth, Jacon Berlin; fifth, Clayton Sager. Time, 4:57.

Five-mile handicap—Won by Albert Ott; second, William Willison, Jr.; third, A. M. Lauman; fourth, Frank Johnson; fifth, Herbert Schulz. Time, 13:54.

ST. LOUIS RACING

Two Meets Arranged by St. Louis Cycle Trades Association for This Month

ST. LOUIS, Mo., Aug. 11.—Announcement has been made that two important cycling events will be conducted by St. Louis Cycles Trades' Association, which has any number of successful meets to its credit and which has done much to advance cycling as a sport in St. Louis. Arrangements for the events are in the hands of Secretary O. F. Hassemer, who is an enthusiastic worker in any move to boost cycling.

First Meet August 18

The first meet will be held on Saturday, August 18, at the west end of Fairground Park, and will be open to members of the Municipal Athletic Association. The following is the program, which will start at 2.30 o'clock:

Two and a half mile juvenile novice (17 years and under); one mile city championship (senior); one mile junior city championship (17 years and under).

The next meet will be held Saturday, August 25, and will be a 21-mile handicap and will be open to all white amateur wheelmen. This event will be held under permit of the National Cycling Association and, as in the case of the previous Saturday's events, will be subject to N. C. A. rules.

The race will begin at 2:30 p. m. and the course will be as follows: Start at Kings Highway (south of Laclede car tracks), south to Clayton road, west to Denny road, south to Manchester road, east to north and south road, north to Clayton road, east to Kings Highway, and north to starting point.

The rules of the race provide that accepting pace, information, or any aid whatsoever, from any cyclist not a competitor in the race, is strictly forbidden under penalty of disqualification, and that contestants may have aid in repairing their wheels, or may exchange mounts during the race. The prize list will be attractive, including several watches donated by the United Cycle Trades Directorate.

MAGIN GAINS POINTS

Jake, of Newark, Gains Ten Points in the All-Around Struggle

NEWARK, N. J., Aug. 14.—By his remarkable riding on Sunday by which he captured three races, two of which count in the all-around table, Jake Magin, the localite, advanced from seventh position to a tie with Arthur Spencer, the champion, for fourth place. Magin now has 40 points and his one ambition is to get in third place ahead of Frank Kramer. Goullet still has a commanding lead in the competition despite the fact that he gained no tallies yesterday.

Amateurs Put Up Battle

The real battle is on in the amateur ranks. John Staehle, who is the amateur champion, and Harry Hoffman, the 'Frisco pedal artist, are still one point apart in the standing. Staehle and Hoffman each won a race on Sunday. The standing of the leaders and the points scored is found in the following tables:

PROFESSIONALS

	1st.	2nd.	3rd.	4th.	Pts.
Goullet	15	6	5	2	105
McNamara	4	8	4	6	58
Kramer	4	4	4	0	40
A. Spencer	5	1	0	2	30
Magin	3	2	2	5	30
Spears	2	4	1	1	25
Grenda	1	3	4	3	25
Hanley	1	2	4	2	22
Bello	3	1	1	0	20
W. Spencer	1	2	2	3	18
Madden	1	2	2	1	16
Hill	1	2	1	2	15
Eaton	2	1	0	0	13
M. Bedell	0	2	3	1	13
Piercey	1	1	0	3	11

AMATEURS

	1st.	2nd.	3rd.	4th.	Pts.
Staehle	12	2	4	1	75
Hoffman	10	4	3	6	74
Taylor	3	9	9	5	58
Lang	3	5	7	6	50
Osterritter	5	0	6	1	38
Dotterweich	1	6	4	4	35
Byron	2	5	2	2	31
Horan	3	0	1	2	19
Chapman	0	2	3	3	15
Ciacuich	1	2	1	0	13
Eager	1	1	0	1	9
Clark	0	2	1	1	9
Nunziata	0	2	1	0	8
Fitzsimmons	0	1	2	0	7
Krushel	0	0	2	2	6

Points Score—5 for first; 3 for second; 2 for third; 1 for fourth in open and handicap races only.

HOW SIDECAR SPEED-BOYS MAKE DAD TIME HUSTLE IN TORONTO

There Were Eight Combinations in This Event on the Exhibition Track in the Canadian Metropolis, and Ernie Webb, Driving an Indian Outfit, Finished Only a Few Inches Ahead of B. E. Kennedy, with an Excelsior

HONORS DIVIDED AT ONTARIO RACEMEET

Morrison, of Toronto, Takes Two Events Run at Orillia—Kennedy Takes the Sidecar Events—Cyclists Tour 80 Miles to Compete

ORILLIA, Ontario—Honors were fairly split in the first motorcycle and bicycle racemeet that the cycling enthusiasts of Orillia dared to stage. Riders came from Toronto, Newmarket, Barrie and other Ontario places to participate in the races which were held on the local half-mile oval on Monday, August 6, under the united auspices of the dealers of the town.

Wilfrid Morrison, of Toronto, rode off with two first prizes and one second award with his four-valve single Harley-Davidson, while S. Moritz, with an Indian, made his score with one victory and two seconds. Moritz also captured second place in the exciting and hotly-contested five-mile sidecar event.

Both sidecar races went to B. E. Kennedy, of war fame. Kennedy recently returned from the firing line after winning the Distinguished Conduct Medal and taking chances on a half-mile track is mere child's play for him now. He did his bit on the local track with an Excelsior and Rogers sidecar. Charles Hughes, with a Henderson, took second place in the three-mile sidecar flight by consistent work.

A rather lengthy argument was the 20 mile handicap in which Knowles, of Newmarket, straddling an Excelsior, all but gathered in the shekels for first place. He failed by a narrow margin in his task of overcoming the handicap given to O'Donnell, the local speedster, who won the race, accordingly, with his Harley-Davidson. Knowles gave O'Donnell a lap for the 40 lap struggle.

A noteworthy feature of the afternoon was the arrival of two of Toronto's husky cyclists, Harry Martin and Fred Bingley, after wheeling the 80 miles from the Ontario capital. The pair jumped into the bicycle race and carried off first and second respectively. With a generous spirit, however, they handed over their prizes to the local lads who followed them to the finishing line.

During the three days of Saturday to Monday, Martin and Bingley covered 210 miles on their bicycles and they plugged over all kinds of roads in order to make the journey.

CANADIAN TOURING

Bona Fide Tourists Can Enter and Leave Without Passports

OTTAWA, Ont.—Because there has been a great falling off in International touring due to misunderstandings regarding the Canadian regulations governing the entry of American visitors into Canada, the Superintendent of Immigration for the Dominion, has issued a statement in which the following information is confided:

"Bona fide tourists, being American citizens or citizens or subjects of Allied or neutral countries, do not require passports to enter or permits to leave Canada and are assured of courteous treatment and a hearty welcome. Citizens or subjects of countries with which Canada is at war cannot enter Canada as tourists.

To facilitate departure from the Dominion, males between eighteen and forty-five years of age temporarily visiting Canada may secure from a Canadian immigration officer a card showing that they are not residents of Canada. Women and children may come and go as often as they like.

MONTREAL STAGES ITS LARGEST RUN

MONTREAL, Que.—The largest motorcycle run that ever found its way out of Montreal was the event staged by the Wanderers' Motorcycle Club on Sunday, July 29. A score or more of club members, augmented by a number of unattached enthusiasts, joined in the outing to Trois Rivieres (Three Rivers), the objective point where the mid-day meal was enjoyed. The squad left Dominion Square shortly after eight o'clock and several hours were spent at Trois Rivieres. A feature of the ride was that prizes were awarded for various things. The neatest rider got his while the most unfortunate participant received something better than a leather medal, namely, a puncture repair outfit. The most unfortunate rider was construed as being the man who scored the most blow-outs or punctures en route. There was no rivalry for this honor.

MUST LEARN TO DRIVE

OTTAWA, Ontario.—An unusual and unexpected announcement has been made by the British War Office respecting the use of motorcycles on the British front, according to word received by the Militia Department, Ottawa. The new regulations provide for the elimination of sidecars altogether and the Canadian Army Service Corps will no longer supply riders for motorcycle work. The order reads that "all ranks requiring motorcycles must learn to drive." This is taken to mean that green men are to become motorcycle riders, regardless of experience.

CANADA TO RESTRICT USE OF "GAS"

OTTAWA, Ont.—Because the visible supply of gasoline is said to be running short, Federal Government officials here are taking steps to restrict the use of motor fuel throughout the Dominion. It is understood that the Government will restrict long distance touring and pleasure jaunts and will regulate the amount of gasoline to be supplied to individual owners of motor vehicles including motorcycles, on the recommendation of C. A. Magrath of Ottawa, the Government fuel controller. Great quantities of gasoline are required now for farm and military purposes.

NEW BRUNSWICK TAXES RIDERS $3

ST. JOHN, N. B.—The Provincial Legislature of New Brunswick has adopted an amendment to the Motor Vehicle Act which provides for a license fee of $3 on motorcycles. Another new regulation provides for the dimming of all head lights.

The Sportsman's Choice

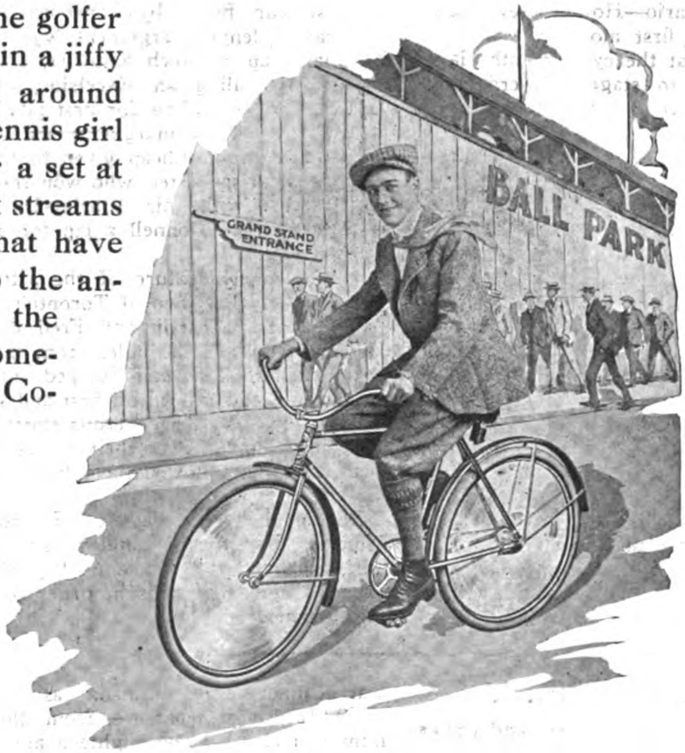
ONLY the most accurate gun, the lightest, strongest fishing rod, the most delicately adjusted reel, the most thoroughly seasoned baseball bat, will satisfy the sportsman.

For the sport that is his hobby he demands only the best—reliable trademarked goods that are known everywhere.

When he buys a bicycle he just naturally chooses the Columbia Superb—as best suited to serve him unfailingly under the most severe conditions.

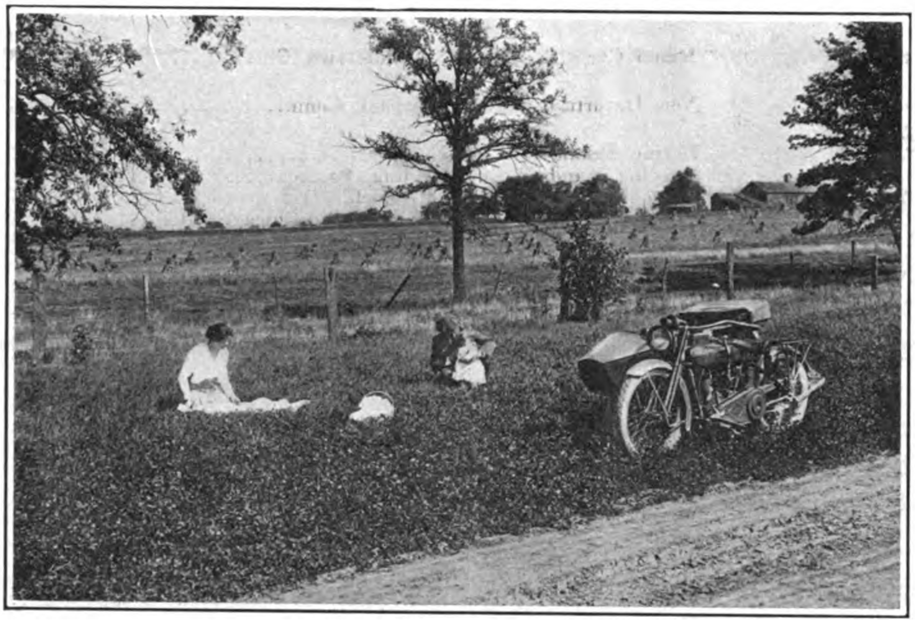
Everywhere the sportsman or sportswoman and the Columbia Superb can be seen together. The golfer jumps on his wheel, and in a jiffy is "walloping" the ball around the club green. The tennis girl is seen speeding off for a set at the courts. Near trout streams are found Columbias that have carried their owners to the angler's paradise. From the ball parks ride fans homeward bound on their Columbias.

Sooner or later every sportsman will meet the Columbia Superb—and become a Columbia enthusiast. Let the meeting be in your store.



WESTFIELD MANUFACTURING COMPANY
DEPARTMENT 11
Westfield Massachusetts
MAKERS OF THE POPE MOTORCYCLE

HARLEY-DAVIDSONIZING THE FAMILY OUTING IDEA



How the Sidecar Combination Solves the Problem of the Man Who Wishes to Give Wifie and the Kiddies Their Share of Fresh Air and Relaxation

TWELVE PERFECT IN EVERETT ENDURANCE

Strenuous 250-Mile Run at Everett, Wash., Furnishes Good Performances; Frank Mason Puts Up a Great Ride

EVERETT, Wash., Aug. 9.—Everett motorcycle dealers held their second annual endurance run Sunday to Elum, Wash., and back, a distance of 250 miles. The schedule was 25 miles an hour. The first few miles of the course was over pavement, and this was followed by miles of gravel road through Snoqualmie Pass. Once beyond the pass, the riders left the fir-clad mountains of western Washington behind and entered the sagebrush and dust of the desert. The roads in places were exceptionally rough going. A stop of an hour was made at Cle Elum; then the riders checked out on the return trip. Some difficulty was experienced in holding to the schedule on the return trip because of the heavy Sunday traffic in Snoqualmie Pass.

A remarkable feature of the run was the performance of a 1912 Harley-Davidson ridden by Frank Mason, which came in perfect in spite of hard luck. First he hit a Ford, breaking his front axle and both cones. He substituted a common wagon bolt for the axel and rode in this manner for over 100 miles; then a spill caused him to break a pedal and over half of the run was covered with one foot hanging in the air. Later on he was compelled to use a portion of his cap for a tire shoe and on the return trip the gas line broke off at the carbureter, necessitating his riding the remainder of the course holding in the gas line to the carbureter.

Of the eight Harley-Davidsons, five Indians and three Excelsiors that started on the run, the following scored perfectly: Reggie Vorce, 1916 Harley-Davidson; Nat Gill, 1917 Harley-Davidson; Frank Mason, 1912 Harley-Davidson; H. W. Shaar, 1914 Harley-Davidson; John Harros, 1914 Harley-Davidson; W. W. West, 1917 Harley-Davidson; Arthur Roth, 1916 Harley-Davidson; C. J. Gooch, 1917 Indian; F. W. Weisler, 1916 Indian; Louis Maselli, 1917 Indian; C. Marl, 1917 Indian, and Jack Price, 1918 Excelsior.

The Piper & Taft cup contested for by the dealers was won by C. J. Gooch, Indian dealer. It was formerly held by Reggie Vorce, Harley-Davidson dealer.

CHALLENGE MEET

Grand Junction Dealers Will Stage Road Affair in Near Future

DENVER, Colo., Aug. 3.—J. Felix Carson, Harley-Davidson agent at Grand Junction, Colo., last week challenged Peter Fox, Indian agent in that city, for a motorcycle race. He said he did not care whether the race was a one-mile affair or a five-hundred mile event—just so it was a race. Carson is to furnish a Harley-Davidson machine and a local rider, while Fox has to come forth with an Indian and a Grand Junction rider to pilot it in the coming grudge race.

Fox has accepted the challenge, but states that he has no machine on hand now and so asks for three weeks' time in which to get ready. Then it looks as though Grand Junction motorcycle fans will have a race that will give them plenty of thrills and make them sit up and take notice.

GOUDY GOES TO SAN DIEGO

LOS ANGELES, Cal.—C. F. Goudy of Goudy-Hoffer Company, Southwestern distributors of Excelsior motorcycles, has moved from Los Angeles to San Diego to take care of the firm's business at its branch there. Fred Hoffer remains in sole charge of the main office and store in Los Angeles.

LOVELAND MEET

Three-Day Affair Plans Completed for Aug. 28-30 Inclusive

DENVER, Colo., August 3.—Loveland, Colo., is to have a four-day motorcycle race-meet this month. The meet will start on the 28th and continue during the next three days. The meet will be staged by those in charge of the Larimer County Fair, which is to be held in Loveland on those four days—in fact, it will be a part of the fair program. Owing to the fact that the Northern Colorado horse racing circuit disbanded last fall it made it necessary to find something else to take the place of the horse races on the program and so the directors of the Loveland Fair met last week and decided to substitute the motorcycle race-meet. The meet will be held on the half-mile dirt track at the fair grounds and the best riders in this part of the country will take part.

Also at their meeting last week, the directors of the fair made known that $800 would be put up as purses for the races.

INDIANS WIN IN PORTUGAL

PORTO, Portugal.—Indian sidecarists took first and second places in the Lisbon-Porto and return run, 450 miles, recently organized by the Palace Club, of the latter city. The winner was Faustino F. dos Santos, while the second man was Inicensio Pinto. Dos Santos' time for the outward trip was 7:29 and 7:37 for the return. Both men rode Powerplus stock outfits. There were eleven entries in all, eight being American machines.

HUDSON BUYS A MOTORCYCLE

HUDSON, N. Y.—The city of Hudson has just purchased from Chester W. Haywood a Harley-Davidson machine for use by the traffic police. The city authorities have been troubled considerably of late by motor speeders and the new motorcycle cop is counted upon to solve the problem.

NEW CLUB IS ACTIVE

OTTAWA, Ontario.—The newly-organized Ottawa Motorcycle Club has shown further proof of its young aggressiveness by arranging to stage a hill-climb competition near Ottawa, Saturday, August 25. The members of the Ottawa club, to the number of 44, recently held their first organized outing when they took a short trip into the country.

MILWAUKEE SOCIAL SEASON OPENS

MILWAUKEE, Wis.—The year's social season was opened in the Milwaukee Motorcycle club rooms with a dance to music furnished by the club orchestra under direction of Paul Bruess. This is the first of a series of similar events to be held through the fall and winter months. The club held a social tour to Tichigan Lake Sunday

AN IOWAN'S TRIBUTE

***The Editor:*—You turn out the best motorcycle and bicycle paper I have ever read. J. C. SCHOFIELD. Morning Sun, Iowa.**

DIRECTORY OF ADVERTISERS

	Page
Angsten-Koch Co., 4062-68 Princeton Ave., Chicago, Ill.	48
Benton Co., L. F., Vergennes, Vt.	45
Bearings Co. of America, Lancaster, Pa.	48
Bosch Magneto Co., 204 W. 46th St., New York City	6
Duckworth Chain & Mfg. Co., Springfield, Mass.	47
Eclipse Machine Co., Elmira, N. Y.	Cover 2
Emblem Mfg. Co., Angola, N. Y.	43
Ericsson Mfg. Co., 1116 Military Road, Buffalo, N. Y.	48
Excelsior Motor Mfg. & Sup. Co., 3703 Cortland St., Chicago, Ill.	1
Federal Miniature Lamp Div., 509 So. Jefferson St., Chicago, Ill.	48
Fentress-Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	48
Firestone Tire & Rubber Co., Akron, Ohio	Cover 4
Goodyear Tire & Rubber Co., Akron, Ohio	2-3
Hall Lamp Co., C. M., Kenosha, Wisc.	43
Harley-Davidson Motor Co., Milwaukee, Wis.	5
Hendee Mfg. Co., Springfield, Mass.	7
Henderson Motorcycle Co., Detroit, Mich.	40
Miami Cycle & Mfg. Co., Middletown, Ohio	48
New Departure Mfg. Co., Bristol, Conn.	4
Racine Rubber Co., Racine, Wis.	42
Reading Standard Co., Reading, Pa.	47
Remy Electric Co., Detroit, Mich.	Cover 3
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	45
Rose Mfg. Co., Philadelphia, Pa.	45
Sargent, Lester L., N.W. Cor. 10th & F Sts., Washington, D. C.	48
Standard Co., Torrington, Conn.	44
Standard Welding Co., Cleveland, Ohio	Cover 2
Stevens & Co., 375 Broadway, New York	48
United States Tire Co., 58th St. and Broadway, N. Y. City	8
Vacuum Oil Co., Rochester, N. Y.	Cover 1
Wald Mfg. Co., Sheboygan, Wis.	45
Westfield Mfg. Co., 11 Cycle St., Westfield, Mass.	37
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	45

A CROSS-COUNTRY CAMPING TRIP

Edward S. Hauck and Wife on Reading Standard Combination Start Transcontinental Tour from Seattle

SEATTLE, Wash.—In order to demonstrate the efficiency of the motorcycle for hard usage, and its adaptability to ambulance service on the battlefield, Mr. Edward S. Hauck, 1312 14th Avenue, South, Seattle, Wash., together with his wife and daughter, will leave within the next few days on a trans-continental trip from Seattle, Wash., to Detroit, Mich. Mr. Hauck's equipment will consist of a model 17-TE Reading Standard motorcycle, and a special first-aid sidecar outfit. He will also carry a complete camping outfit, as well as cooking utensils, rifle equipment, 4 gallons of gasoline, one gallon of oil, and an extra set of tires. The test is being conducted under the auspices of the Red Cross Society of Seattle.

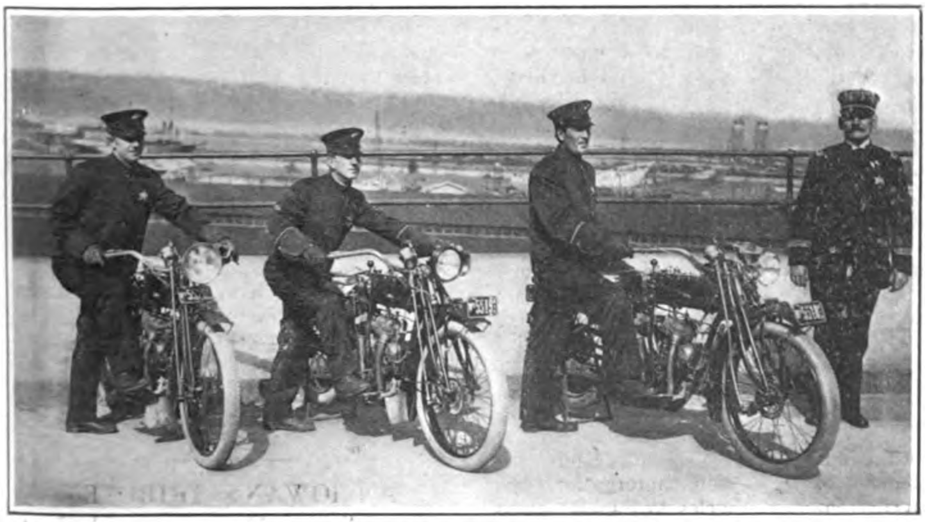
Mr. Hauck will contribute interesting stories regarding his experiences for the Seattle *Star*, and has arranged to appear for the Liberty Star Moving Picture Co., so that the public may be kept informed as to the progress of the demonstration.

The demonstration was actually planned for the latter part of July, but it was impossible owing to the mountain roads being covered with 12 feet of snow at that time.

INDIAN WINS ARGENTINA CUP

BUENOS AIRES, Argentina, June 3.—The Parravicini Trophy, offered by Senor Florencio Parravicini, of this city, for the best performance over the Circuit of the West, was won by Perdo Aragnon, who drove a Powerplus Indian combination. This event was for sidecars only, the distance being 94 miles. Aragnon's time was 2:37:40. The event was held under the direction of the Club Motociclista Nacional, the ruling motorcycle organization, and all times were taken by the club's experts.

THESE MOTOR-COPS MAKE TACOMA SPEEDERS BEHAVE



Tacoma's Motor-Cops, with Their Indians, in Charge of Captain Cornish, at the Right, Who Is an Old-Time Motorcycle Rider Himself. This Trio of Traffic-Regulators Has Given Excellent Results

TWO NEW COLORADO DEALERS

DENVER, Colo., Aug. 3.—Walter W. Whiting, of this city, and state distributor for the Harley-Davidson motorcycle, recently appointed two new Harley-Davidson agents in the state. They are Arthur Croft, of Ouray, and the Cascade Garage at Montrose. The Cascade Garage is operated by Messrs. Pelkey and Dudley.

OMAHA DEALERS VISIT FACTORIES

OMAHA, Neb., Aug. 4.—Local dealers are taking advantage of the hot summer to declare a vacation during which they will visit the factories of the machines they represent. W. E. Dewey, Excelsior agent, left Monday, July 30, to visit the Excelsior factory. Victor H. Roos, Harley-Davidson agent, left Sunday, July 29, to visit the Harley-Davidson factory. Sam Boord, manager of the Omaha Bicycle Co., Indian distributors, will not make his annual trip to the Hendee factory until this fall.

FOLKROD VISITS DENVER

DENVER, Colo., Aug. 10.—N. D. Folkrod, Indian agent at Cheyenne, Wyo., was a visitor at the Fred Williams Indian store in this city last week. He left here for St. Louis, Mo., and expects to cover the 1,500 miles in three days on his Indian motorcycle.

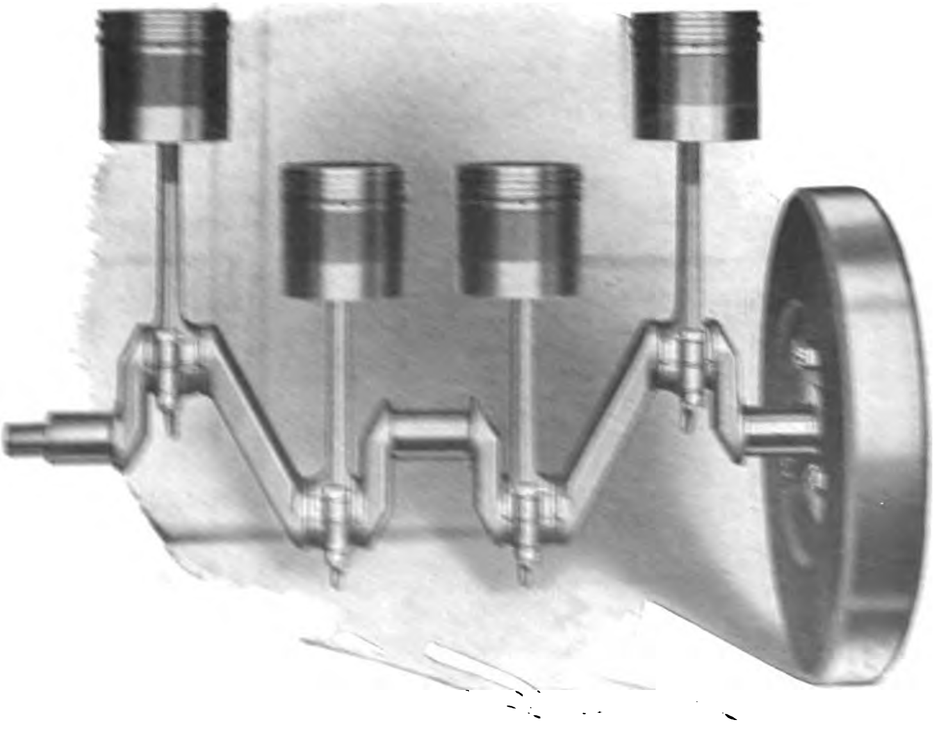
MERRY SALESMEN IN CONFERENCE

SAN FRANCISCO, Aug. 7.—Edwin F. Merry, Excelsior distributor, has called all his salesmen off the road for a sales conference. The object is to look into ways and means of bettering conditions to the end that the motorcycle story will be told to folks who at the present time are considered unapproachable.

AMERICA'S biggest road records are held by stock Henderson motorcycles.

The coast-to-coast record, the Canada-to-Mexico record, the 132-miles-in-130½-minutes record from Los Angeles to San Diego, and the other impressive achievements of four-cylinder power, were made with the same kind of machines that Henderson dealers sell.

Duplicates of these record-making motorcycles can be purchased from any Henderson dealer at regular list price.



Henderson Motorcycle Co.
Detroit

HENDERSON

FALOR TELLS OF F. A. M. PROGRESS

(Continued from page 19)

ers, attended the Chicago Show, with a view of taking up with the several manufacturers the reorganization of the F. A. M. Nothing was accomplished at this meeting.

"During the month of January, 1917, your President, with your consent, replaced Mr. J. L. Donovan with Mr. R. S. McConnell, of Cleveland, Ohio, as Chairman of the Competition Committee. Mr. R. S. McConnell serves as Chairman of the Competition Committee on commission, he receiving $2 for each sanction issued and 25 cents for each rider's registration.

"During March, 1917, your President again took up the matter of reorganizing the F. A. M. and liquidating its indebtedness with several motorcycle manufacturers and suggested that nearly all of the creditors of the F. A. M. had hired lawyers to prosecute their cases, and unless something was done immediately much litigation would follow. Accordingly, some of the maufacturers agreed to contribute toward a fund for the purpose of liquidating the debt of the F. A. M.—said fund to be managed by the Treasurer of the Motorcycle and Allied Trades Association, and your President, up to the first of August, 1917, has deposited in said fund the sum of $1,147.75.

The Referees "Get Theirs"

"During the month of May, 1917, Mr. J. L. Donovan, former Chairman of the Competition Committee, by request submitted a statement showing the names, addresses and amounts due unpaid referees. Thereupon, your President sent a notice by mail to each address and also publicly notified the various referees throughout the country, through the trade papers, that the F. A. M. was ready to pay the referees for their past services. Through the correspondence, your President found the list supplied by Mr. Donovan was not complete in respect to the number of referees nor amount due each. Your President has paid the sum of $413 to referees who presented their claims, and there are still claims of referees on file in his office unpaid aggregating over $200.

"Through correspondence with several referees, your President discovered numerous claims for medal money, prize money, membership fees and protest fees, all representing amounts alleged to have been paid to the former Chairman of the Competition Committee. Those claims are as follows: Bastian Bros., medal manufacturers, $220; Ray Creviston, medals, $50; U. G. Balderston, Dodge City, medal money, $300; W. E. Brown, prize money, $75; "Happy" Lyttle, prize money, $50; Mr. Vanderhoof, prize money, $25; "Speck" Warner, protest fees, $75.

Co-operation Offered to Government

"During the month of April, at the suggestion of your President, and with your consent, the good offices of the F. A. M. were tendered to the United States Government, to be used by it as it saw fit.

"During June, 1917, Mr. R. S. McConnell, Chairman of the Competition Committee, offered bond for the sum of $2,000 with the United States Fidelity and Guaranty Company, as surety conditioned upon the faithful performance of his duties as Chairman of the Competition Committee, which was accepted and is now on file in your President's office.

"During the month of June, 1917, your President was able to settle the claim of $1,023.30 presented by the former Chairman of the Legal Action Committee, which covered his past services. Your President compromised with Mr. Johnson for the sum of $500.

"It might be well to state at this time that your President in the first instance personally bore all expenses of several trips taken by the present Chairman of the Legal Action Committee in behalf of the F. A. M.; the trip your Secretary-Treasurer took to Chicago, and paid the fee of £6 sterling for membership in the Federation Internationale Des Clubs Motocyclistes; the sum of $478.50 on account of legal services performed by the present Chairman of the Legal Action Committee on his trip to Chicago; and other services; the expense of moving the records from the former President's office and the former Chairman of the Competition Committee's office to Akron; of which to date he has been reimbursed only said amount of $500 paid in settlement of the claim of Mr. W. M. Johnson, former chairman of the Legal Action Committee.

"During the month of June your president noticed that there was some outlaw racing in the eastern States, especially Pennsylvania. Immediately your president published an open letter in the trade papers calling upon all the dealers in the United States to use their good offices in preventing outlaw racing. Your president also prepared new F. A. M. literature to be distributed during the Gypsy Tours. Your president also took the matter of making State Commissioner appointments in such States as had no active State Commissioners.

No Convention During War

"Your president, following the lead of the Federation Internationale Des Clubs Motocyclistes, the international organization of motorcycle riders, does not think it would be desirable to hold a national assembly during the period of the war. The Federation Internationale Des Clubs Motocyclistes, according to a letter written by its General Secretary, has not held a meeting since war was begun and in fact its secretary states the work of the federation was suspended for the period of the war. Your president is of the opinion the F. A. M. should not hold a national assembly during the period of the war, not only on account of lack of funds, but on account of the time it would take the officers and members of the F. A. M. from their regular employment. The officers and members of the F. A. M. are nearly all engaged either directly or indirectly in work for their Government, and therefore, no time should be taken at present for holding a national assembly.

"Finally, your president believes, in view of the fact that the F. A. M. is practically out of debt, and also in view of the fact that your secretary-treasurer, Mr. Gibson, has tendered his resignation, effective September 1, 1917, enabling the organization to make further retrenchment, that hereafter the organization will be able to be maintained absolutely self-sustaining by reorganization and concentration of its offices.

"The weak point now is the membership, and it is the opinion of your president that this task of increasing the membership hereafter should secure the most active cooperation among the motorcycle manufacturers. With such co-operation, your president believes that within a year the membership will easily be increased to 10,000."

SIMPLICITY FEATURES NEW PARAMOUNT LIGHTWEIGHT

(Continued from page 27)

over ordinary roads. The oil tank holds one quart, suffciently large enough for 200 miles of travel, and is equipped with side feed and hand pump on the right of the machine and can be reached very easily.

The muffler is the Paramount triple expansion type, one that gives the least amount of back pressure and one that is absolutely noiseless.

The wheels are 26 inch steel rims, with 36 spokes, front and rear. The rear stand is of the folding type and anti-rattle. Fenders are made of rolled steel formed to shape of wheel with splash side guards on front fenders. Wheel base is 49½ inches.

The kick-starter is another novel feature of the Paramount Lightweight, being entirely encased and of the continuous type, efficient, strong and easy to operate.

The rear brake is of the expanding type; it is very powerful and has been made extremely large in order to give it long life.

While the Paramount is a newcomer in the motorcycle field, it is by no means a machine constructed without experience. The engineers connected with the Paramount Motor Co. have been engaged in combustion motor construction for more than 20 years and claim that for bore and stroke it is the most powerful and most flexible motorcycle that has ever been built and offered to the public.

The first machine was built a little over a year ago and has since then undergone severe tests.

STEELE ENLARGING

Paterson Indian Distributor Increases Business 20 Per Cent.

PATERSON, N. J., August 1.—John Steele, Indian dealer for Passaic and Bergen county, has been enlarging his store at 93 Broadway, so that he has double the space he formerly occupied. In spite of the handicap of working in a place cluttered up by carpenters, painters and plasterers, he has increased his business 20 per cent this year. Some of the commercial sales he has made this season are machines to the police departments of Clifton, West Paterson, Passaic, Little Falls and Wayne. All of these were red, enameled, electrically-equipped models. He also placed an Indian delivery van in the local post office special delivery service, George Rayfield, a messenger, buying an outfit for the work.

WITH THE TECH. ED.

Every Rider Is Puzzled from Time to Time by Little Mechanical Problems. When You Strike One, Tell Our Technical Editor About It and Get His Advice

CYCLECAR DETAILS

I AM thinking of constructing a cyclecar and would like to know where I can get a light transmission for the same, similar to that used on motor cars. The power plant will be a motorcycle engine. Also, which would you recommend, chain or belt drive? ANDREW C. GAULT.
Delmar, Iowa.

Apply to the Woods Mobilette Co., Chicago, Ill., for the transmission. This is the only firm we know of which makes transmissions of the weight you desire. The cyclecar business has been dead for several years and the firms which used to make parts have all ceased to do so. We suggest that you use a motorcycle three-speed gear instead.

We suggest a final drive by V-belt, from pulleys on a jackshaft to others on rear wheels. This will give you substantial brake drums for the rear wheels.

TRIO OF QUERIES

MY 1917 twin splashes oil badly on the rear tire and I have been unable to prevent it so far. The brakes seem to slip slightly, too. I would like to have you tell me the trouble and its cure. Also, where I can obtain forestry cloth suits such as were described in the July 19 issue and a tire holder for spare time for other than the Harley-Davidson sidecars.
Montreal, Canada.
E. A. BERTINET.

The trouble is due to oil leaking out of the hub. Take the hub out and apart and put in grease, which will cure your trouble. We rather hesitate to tell you where you can get forestry cloth suits, as there is such a demand for them for Governmental service that they are very scarce. However, write Baker, Murray & Imbrie, Inc., 10 Warren street, New York. For spare tire holder, write Irving Beck, 70 East 131st street, New York, general distributor for Rogers sidecars.

DRIVING A GENERATOR

ON my machine, formerly fitted with a combined lighting and ignition apparatus, I now use a magneto and purpose fitting a dynamo to be driven from the sidecar wheel. I will fit an 85-tooth speedometer gear on the wheel and would like to know what size of gear to put on the main shaft of the dynamo for 25 miles per hour. The dynamo runs at 2,200 revolutions for the proper current output.
Brooklyn, N. Y. A. E. KUHLMAN.

For the pinion on the dynamo shaft you would have to use one of 11 or 12 teeth. This you will find very small, besides creating trouble in giving a positive drive. We suggest that you use a pulley of say 18¼ inches on the wheel and another of about 2½ inches on the dynamo shaft. This will give you the ratio of 7.3:1 which is that necessary for 25 miles per hour road speed and 2,200 revolutions of the dynamo.

FITTING THREE-SPEED

I HAVE a 1915 Indian twin with two-speed gear and would like to have a three-speed gear fitted to it. Please tell me if this can be done and what changes will have to be made; also if I can use the same clutch now on the machine. Also, tell me what should be done to a storage battery when it is not to be used for 6 months and charging is not convenient.
Lookout, W. Va. J. H.

You will not be able to fit a three-speed gearset to your machine without alteration of the bottom bracket. There is not now room for the larger gearset on the frame. The changes would hardly be worth the cost of transformation. You would not be able to use the same clutch after the conversion.

Charge the battery; then disconnect terminals, take off cover and pour out electrolyte. The electrolyte is sulphuric acid—a powerful corrosive—so be careful. Store it in a glass bottle. Remove the elements (group of plates) and wash thoroughly with distilled water, then replace them in the battery casing and put on the cover. At the end of the period, turn the battery to a charging station to put into condition again.

TO WESTFIELD, MASS.

PLEASE give me the best route in outline from Flushing, N. Y., to Westfield, Mass. Also the mileage for each day's run.
Flushing, N. Y. PETER FORD.

Ride west on Broadway, Jackson Avenue, to Queensboro Bridge, which cross. About 10 miles. Continue to Fifth Avenue and go north, crossing Harlem River at 149th Street. Turn left into Concourse and ride same to Fordham Road, where turn right and continue along Pelham Parkway to Boston Post Road (White Plains Avenue). There turn left and follow along through New Rochelle, Rye, Larchmont, Port Chester and Greenwich, Conn. Look for red bands on poles and follow through Stamford, Norwalk, Bridgeport, to New Haven. The latter place is 75 miles from New York.

Follow signposts out of New Haven to Hartford; blue bands on poles. At Hartford, cross river to East Hartford and follow signs marked Springfield. Continue to Warehouse Point, where cross to Windsor Locks on west bank. Go north to Thompsonville and there cross to east bank and follow blue bands to Springfield. Continue along Main Street, Springfield and follow road signs to Westfield. New York to Springfield, 139.5 miles. Springfield to Westfield, 9 miles. Total about 158 miles. Good roads.

FOR AUTOMATIC INLETS

I WOULD like to know if the inlet valves of the Emblem Little Twin can be made to work automatically by removing the pushrods. If such should be the case, please tell me what other changes would be necessary.
Troy, N. Y. LITTLE EMBLEM.

While we do not think you will gain anything by the change from mechanical to automatic inlet valves, we suggest that you proceed as follows: Take out the pushrods, also the tappets in the gear case. Carefully stop the guides in which the tappets operate, in order to prevent splash of oil. You may possibly find that the present inlet valve springs are a trifle strong for automatic operation and if such is the case get weaker ones.

PUT ON REAR SPROCKET

I HAVE a single-geared twin of 1914 model, which on high is 3.87:1. I find that this is rather too high. The front sprocket had 18 teeth, but the makers cannot furnish one of 16 teeth. The rear sprocket has 31 teeth. Which sprocket should be changed, and if it is the rear wheel sprocket, should a 35 or 39 tooth be fitted?
Madison, Iowa. EDWARD GERLING.

The obvious sprockets to change in making a reduction or increase of gear in a chain-driven motorcycle are either the engine shaft sprocket or the rear wheel sprocket. We therefore recommend the fitting of a 34-tooth rear wheel sprocket in your case, as you cannot get a 16-tooth front sprocket. A 39-tooth sprocket will make the engine run very fast at speed on the level.

PARTS FOR WAGNER

PLEASE tell me where I can get parts for a 1912 model, belt drive, Wagner motorcycle. It has a single cylinder.
Salem, N. J. T. A. W. HOFF.

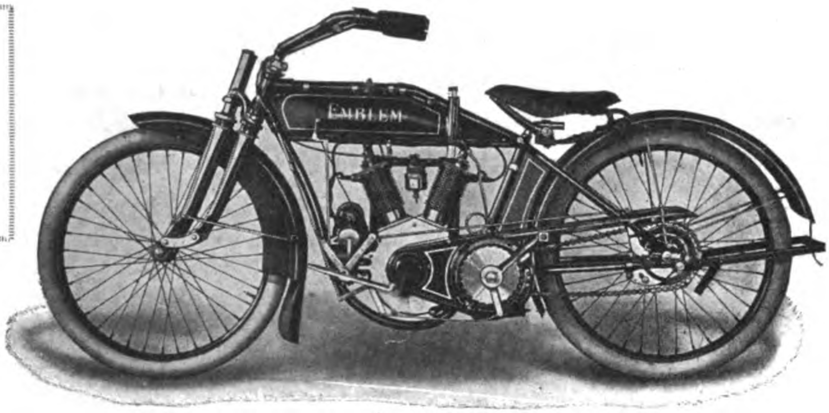
Write the Motorcycle Supply Company, St. Paul, Minn., for all parts of the various Wagner models.

MINNEAPOLIS PARTS

IN a recent communication to MOTORCYCLE AND BICYCLE ILLUSTRATED, the Wilcox Motor Truck Co., of Minneapolis, Minn., announces that parts for the various models of Minneapolis motorcycle are carried by that firm. A number of other firms from whom parts for this make of machine can be had have been listed from time to time in these columns.

QUALITY PLUS ECONOMY

Nothing on earth compares in motorcycle value with the Little Giant Twin Emblem. It has speed, power and endurance equal to any 300-pound machine, yet it weighs but 200 pounds. The price is $175.00. We have an interesting proposition for dealers.



$175.00

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For progressive dealers there is no better line of bicycles on the market than the Emblem line. There are styles and finishes to suit all tastes and they are rapid sellers. Send for our catalogues.

EMBLEM MANUFACTURING COMPANY

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SOLAR LAMPS

The choice of Manufacturers who Demand the Best. They are Standard Equipment on

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Indian
Henderson
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Motorcycles

Electric and Acetylene Gas

The Famous Model "S" Bicycle Lamp is in use on more Bicycles than any other make.

C. M. HALL LAMP CO.

Kenosha *MAKERS* **Wisconsin**

THIS DEALER IS A LIVE WIRE

C. A. Wenige, of London, Ont., Takes Advantage of Editorial on Unclean Street Cars and Pulls Good Publicity Stunt

LONDON, Ontario.—Another big publicity stunt was pulled off by G. A. Wenige of the Bicycle & Motor Sales Company, London, Saturday, Aug. 4. Immediately after a local newspaper, *The London Advertiser*, had printed a strong editorial concerning the unsanitary condition of street cars, Wenige came out with a big half-page advertisement in which the editorial was reproduced and in which arguments for the bicycle as against trolleys were printed in display type.

Referred to Editorial

Referring to the editorial Wenige says in the "ad": "Just what we have been telling you for years. By riding a bicycle for pleasure or to work you avoid all this and save money besides. Here is the whole thing in a nutshell. If you saw a house placarded "smallpox," you would not enter. Then why risk your health riding to and fro on dirty, dusty, germ-laden street cars. Bicycle riding not only gets you where you want to go in less time and at less cost, but it provides needful health-giving muscular exercise in the great outdoors. It's no trouble to buy a Brantford Red Bird Bicycle. Our easy confidential payment plan enables you to buy a bicycle for your daily car fare."

Wenige also mentions that he has "Canada's Largest Exclusive Bicycle House." Not long ago Wenige used a whole page of space in *The London Advertiser* in a more or less sensational attack upon the evils of crowded street cars. The result of this was a flood of orders. A regular stunt for Wenige is to send employes to the main intersections to distribute cards among the throngs of people waiting for street cars. This has brought him business also because people have walked into his store with these cards in their hands.

McCONNELL'S REPORT

F. A. M. Competition Affairs Shown to Be On a Highly Systematic Basis

AKRON, O.—The first annual report of Chairman R. S. McConnell, of the F. A. M. Competition Committee, indicates that the racing affairs of the national organization have been handled on a systematic basis and that the financial arrangements concerning the office have been considerably simplified.

Chairman McConnell has issued 39 sanctions to date, and has received a total of $364. Fees paid to referees aggregated $135. The F. A. M. received $151 and the chairman's fees amounted to $80. President Falor, with the approval of the Board of Directors, made arrangements with Chairman McConnell to operate the competition office on a commission basis of $2 for each sanction issued, and the plan has given complete satisfaction.

MAHONEY "THERE" WITH F. A. M.

WESTBORO, Mass., August 13.—Timothy S. Mahoney, who has been going "great guns" in the F. A. M. membership prize contest of late, has annexed two more prizes. For the week of July 28 Mahoney sent in ten new members and followed that up for the week of August 4 with eight new members, taking the prizes for both weeks.

This makes in all four membership prizes which Mahoney has taken since July 4.

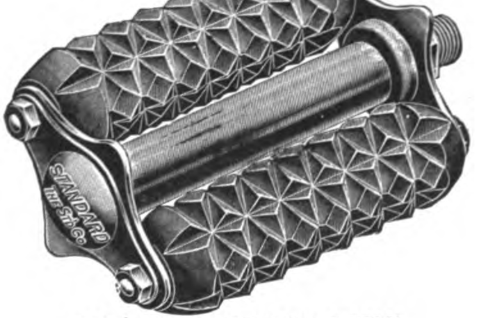
ON MOTORCYCLE HONEYMOON

TORONTO, Ont.—A motorcycle honeymoon by Excelsior and sidecar was enjoyed by Andrew Love, salesman for Percy A. McBride, the Canadian distributor, and wife, immediately after their recent marriage in Toronto. Mr. and Mrs. Love spent a week in a short tour across the border to Buffalo and Rochester. The bride was formerly a Miss Gilbert, a local sidecar devotee.

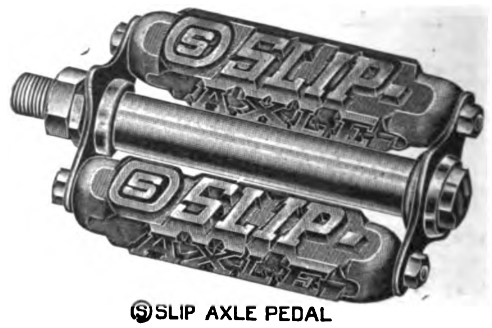
RACES AT GREELEY, COL.

DENVER, Colo., Aug. 10.—Plans are already well under way for the motorcycle race meet that is to be staged in Greeley, Colo., on Labor Day by the Greeley M. C. Since the meet is so near the one that is to be held at Loveland, August 28-31, it is highly probable that the riders taking part there will merely transfer the scene of action to Greeley, which means that there will be a good long list of entries at the Labor Day meet.

STANDARD
PEDALS
AND
DIAMOND
E
SPOKES and NIPPLES



STANDARD No. 3 MOTOR CYCLE PEDAL



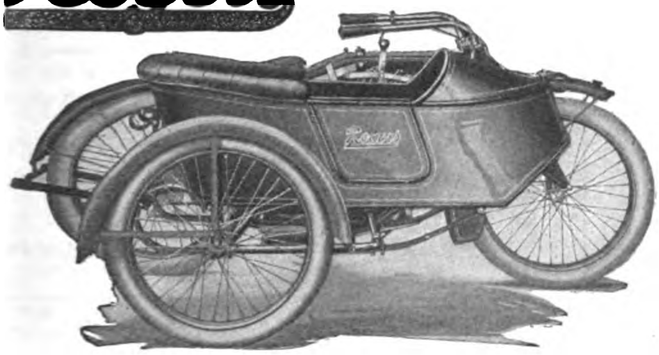
Ⓢ SLIP AXLE PEDAL

are unsurpassed by any like articles that can be purchased. Bicycles equipped with them look better, sell faster and give more satisfaction than those not so equipped. Write for our literature and dealer's proposition.

THE STANDARD COMPANY, Torrington, Conn.

Rogers

Model M, $80.00
F. O. B. Factory



WE HAVE ALWAYS CLAIMED

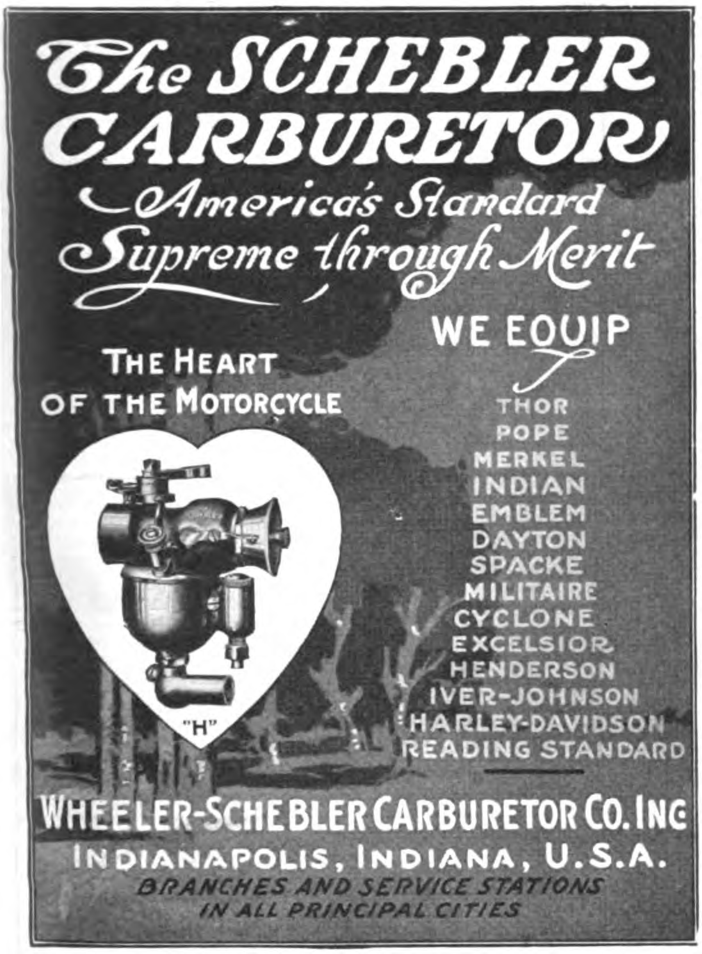
That a sidecar furnished more comfortable riding than an automobile, but this from an article appearing in Automobile and Automotive Industries, a paper devoted primarily to the Automobile, seems to clinch our claims.

> " . . ., and it is a little realized fact that a sidecar is vastly more comfortable than the majority of full sized automobiles."

And the ROGERS is the most comfortable of them all. The ROGERS expresses the last word in Smooth Going, Easy Riding, COMFORT all the way through.

There is a ROGERS Sidecar Tailor Made to fit every motorcycle. Just tell your dealer the make and model of your machine and say you want ROGERS. If he can't supply you write to us and we'll send a descriptive catalog.

ROGERS MANUFACTURING CO.
337 West Madison St. CHICAGO
Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.



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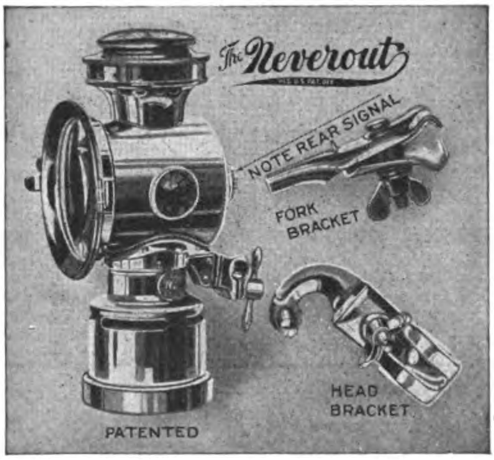

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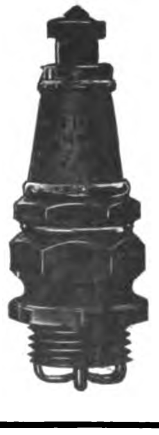

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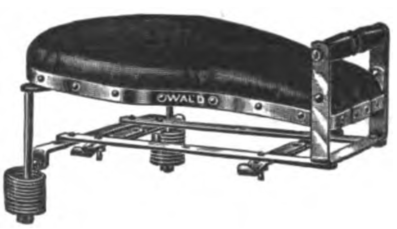

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All makes of Bicycles—expert repairing
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FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—Closing out stock. Corbin-Brown speedometers, rear drive for Indian and Excelsior, $7.50. Stewart rear drive for Harley-Davidson, $7.00. Combination tank and headlight bracket for Excelsior, regular $2.50, $1.10. 28 x 2½ United States studded first quality, $5.25. Satisfaction guaranteed or money refunded. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—1915 four-cylinder, single-speed Henderson. New handlebars, tires and new headlight. Just re-enameled. Bargain, $125. Will ship subject to inspection. $10.00 deposit, balance C. O. D. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

FOR SALE—Harley-Davidson in A-1 condition, equipped with good tires, Presto tank, headlight, horn, extra tool box, Stewart front speedometer, new Stoll tandem, $160. "D," care Motor Cycle & Bicycle Illustrated.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

MISCELLANEOUS

WANTED—Sidecar for Flying Merkel, in good running condition. State lowest price and full particulars. J. Niclaus, 2070 Belmont Ave., Bronx, N. Y.

WANTED to correspond with some professional and amateur motorcycle racers to come to Clearfield, Pa., September 3rd, Labor Day. Good purses. F. A. M. Rules and Ref. Ralph Jordan, Clearfield, Pa.

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota.

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

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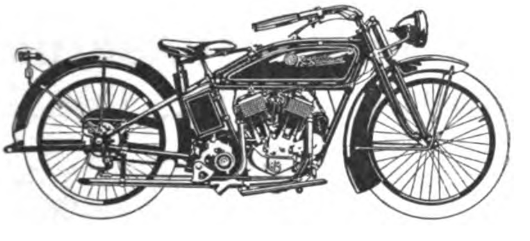
HIGH-CLASS HARLEY-DAVIDSON motorcycle repair man, familiar with Remy Generators and Exide Storage Batteries. Must be able to handle men and to systematize shop. Only men of executive ability who can get results need apply. Give full particulars and references in first letter. W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.

WANTED—Experienced man to pack and ship bicycle and motorcycle accessories. Bicycle repair man preferred. City Supply Co., 56 Warren Street, New York City.



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is unsurpassed by any other motorcycle in this or any other country. Thousands of satisfied riders will attest to this. The sturdiness that the Reading Standard possesses is the result of careful experiments and of severe tests. The Reading Standard is built and tested in the mountains and each machine is subjected to severe trials before being offered to the public.

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Reading Standard Company

501 WATER ST. READING, PA.

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It is Recommended for

COMMERCIAL—SIDECAR RACING—

No. 75—¼" wide, ⅝" pitch
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BREAKING STRAIN OVER 6000 POUNDS

TRY ONE

Duckworth Chain & Mfg. Co.

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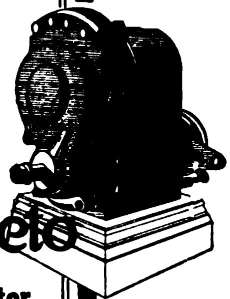

Worth More

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The
Berling Magneto

Just ask for it on your next motor
Ericsson Manufacturing Co.
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Side Car Equipment

is not complete without
SAFETY SHOCK ABSORBERS
Per Pair $1.00
B.R.T. LUGGAGE CARRIER
Price $2.75
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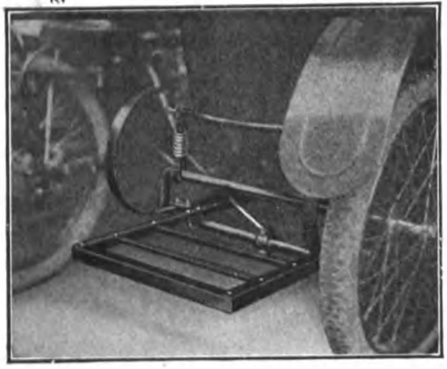

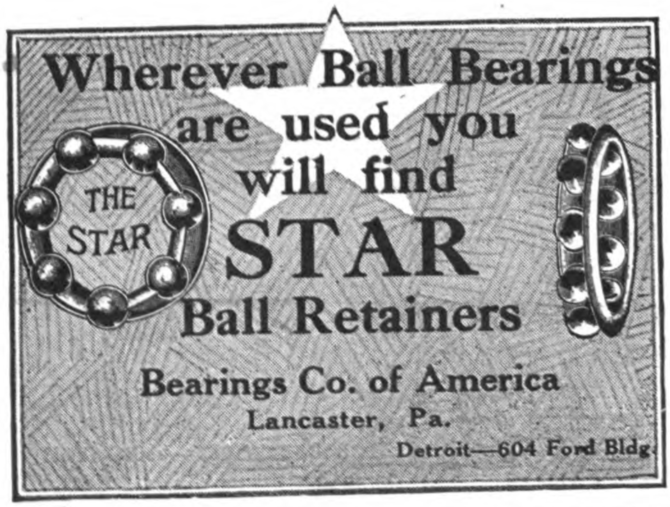

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STAR
Ball Retainers

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Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be attached in a few minutes, is strongly made, properly braced and has a convenient hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.

The Rests are of the folding type.

Complete with instructions for attaching, $7.50.

Write for leaflet giving full details.

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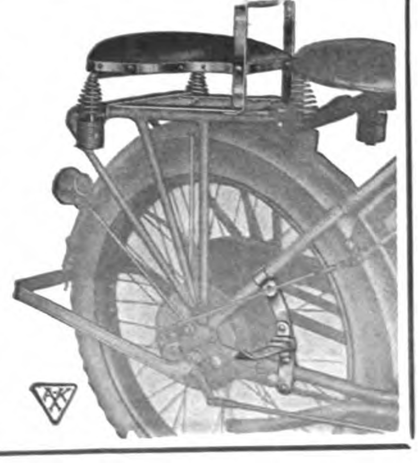

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No rider should do without an
F-N BACK REST

It's a wonderful support for the back. Genuine leather—spring back—adjustable as to height—has a good clamp for each make of saddle—and costs only

$2.50 Each, Retail

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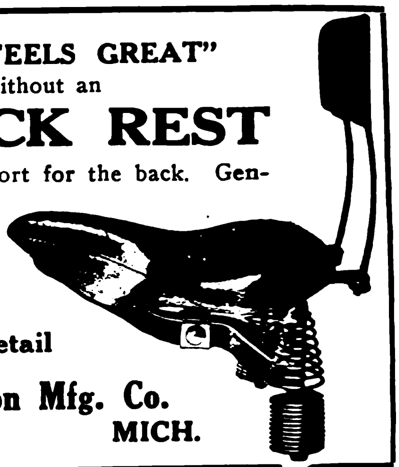

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For Motorcycle Headlights and Taillights
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Can be obtained from any Federal Agent or from

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The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

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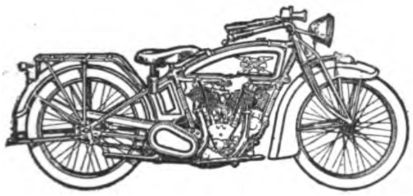
An EXCELSIOR for You

The constantly increasing demand for a Simple, Economical, Convenient and Speedy means of transportation makes the motorcycle the Machine of the Hour.

The EXCELSIOR is universally recognized as the BEST of the several good American Motorcycles.

There is an EXCELSIOR for every want and for every pocketbook.

Here You Are; Take Your Choice

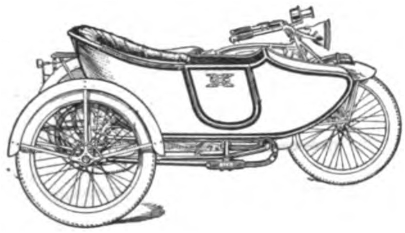


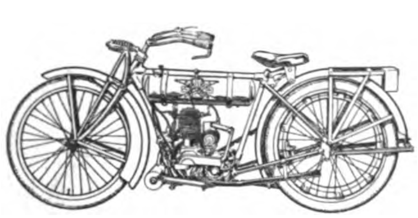
For all heavy work, delivery vans, sidecars, speed, hill-climbing and hard riding nothing has ever been made that will equal the Excelsior Big Twin, Three Speed, Motorcycle.

Excelsior 3-speed, Twin $275.00
Electrically equipped 310.00

For economical pleasure trips, Sunday tours into the country, week ending in the forests with your tent and equipment packed along, out to the park for your golf, tennis or swimming—any place you may want to go and take someone along, the Big Twin Excelsior with the EXCELSIOR SIDECAR makes the ideal conveyance. As good in construction as any two thousand dollar car this outfit can be run for one-fifth to one-quarter the cost.

Excelsior Sidecar $80.00





For the Business men who value their minutes, salesmen and the man who is always on the go; anyone who wants to get some place quickly—without street car delays—Economically and in perfect comfort the Excelsior Lightweight solves the problem.

Excelsior Lightweight $140.00

Go to your dealer today—look over the Excelsior Family and decide which you want. If there's no dealer handy write for our catalog, fully describing the Good Old X, "The Motorcycle that always makes good."

EXCELSIOR MOTOR MFG. & SUPPLY CO.

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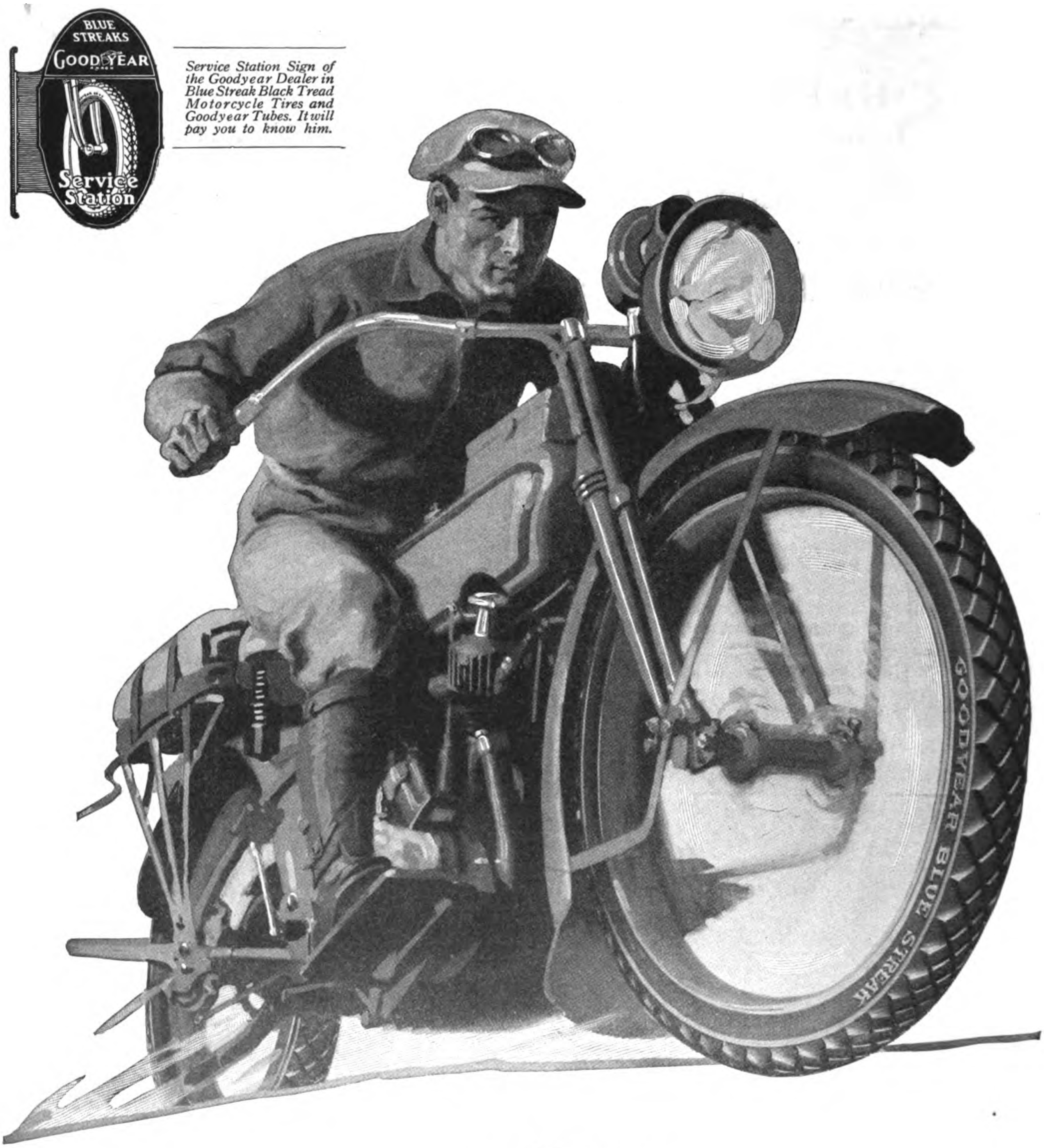

BLUE STREAKS
GOODYEAR
Service Station
GOODYEAR BLUE STREAK

Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.

GOODYEAR

AKRON

BLACK TREAD

Its Carcass Is Active and Quick

SHEER weight and strength are, of course, essential in a motorcycle tire's carcass, and the Goodyear Blue Streak has them.

Its four thick plies of extra-heavy Goodyear fabric furnish them in ample measure.

But strength and weight without *life* are of little help.

The plies would separate, and the hammering of the road would soon wear down the unyielding fabric.

That is why the carcass of the Goodyear Blue Streak is constructed to be active and quick.

Each ply is skim-coated on one side with a live and tenacious rubber—giving the carcass three tenacious rubber plies in addition to the fabric.

They make ply stick to ply, forming between them all elastic but tremendously tough bonds.

They prevent the ply-separation so common in tires not similarly constructed.

They make the carcass active and quick.

To increase the mileage and freedom from trouble still more there is the *Black Tread*—thickest of all motorcycle tire treads—united with the carcass by the widest of breaker strips.

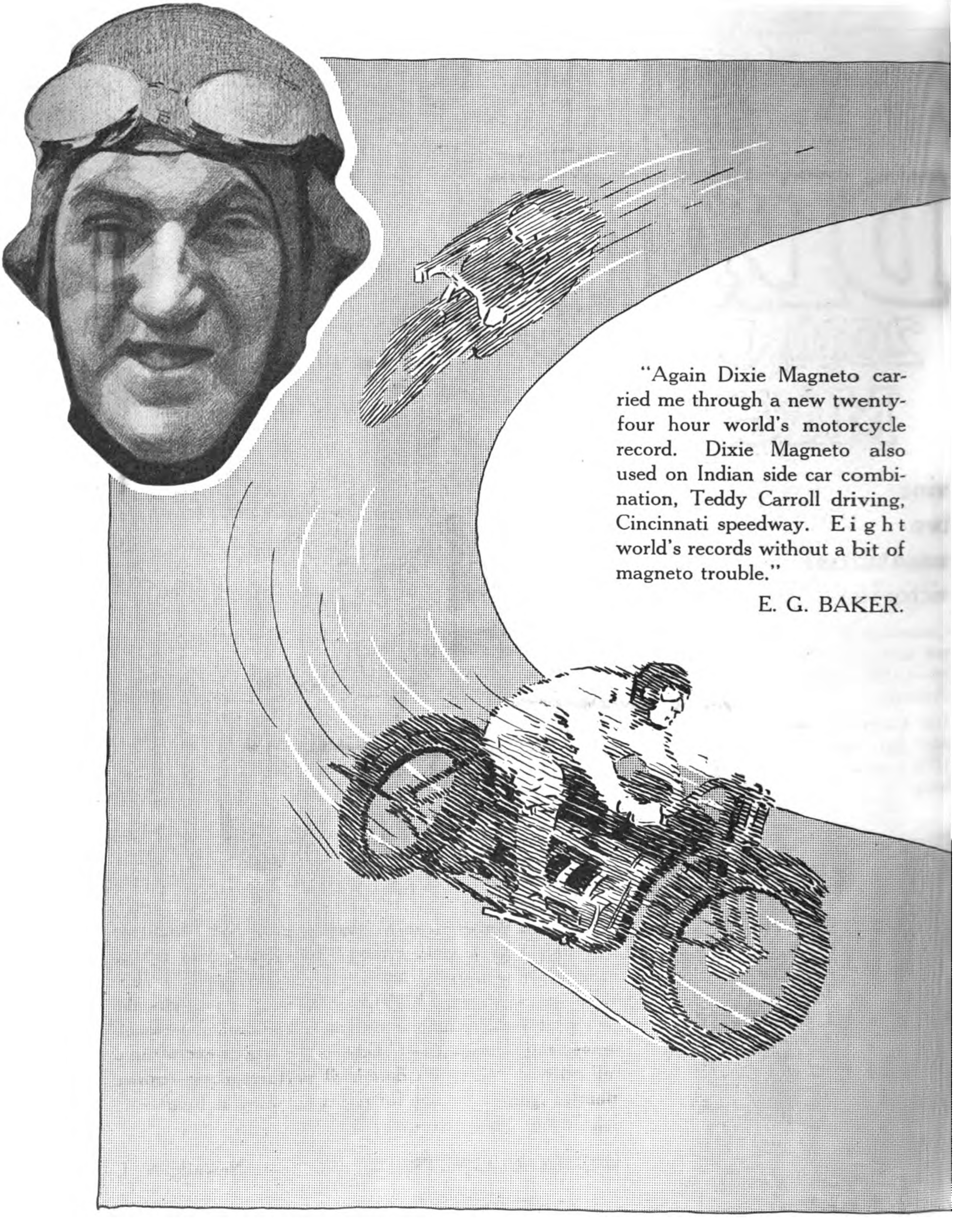
These three outstanding features—thickest tread, widest breaker strip, and 4-ply skim-coated carcass—have made possible the Goodyear Blue Streak records for untroubled mileage.

They have won the unanimous vote of all motorcycle manufacturers—for all of them specify this tire as standard original equipment.

They hold the friendship of dealers everywhere, for they mean easy sales and certain "repeats."

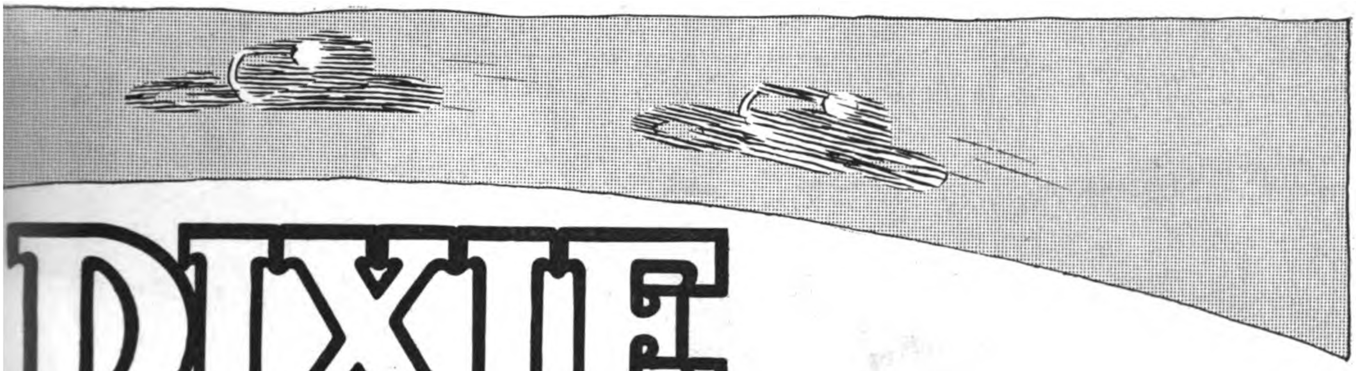
The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON



"Again Dixie Magneto carried me through a new twenty-four hour world's motorcycle record. Dixie Magneto also used on Indian side car combination, Teddy Carroll driving, Cincinnati speedway. Eight world's records without a bit of magneto trouble."

E. G. BAKER.



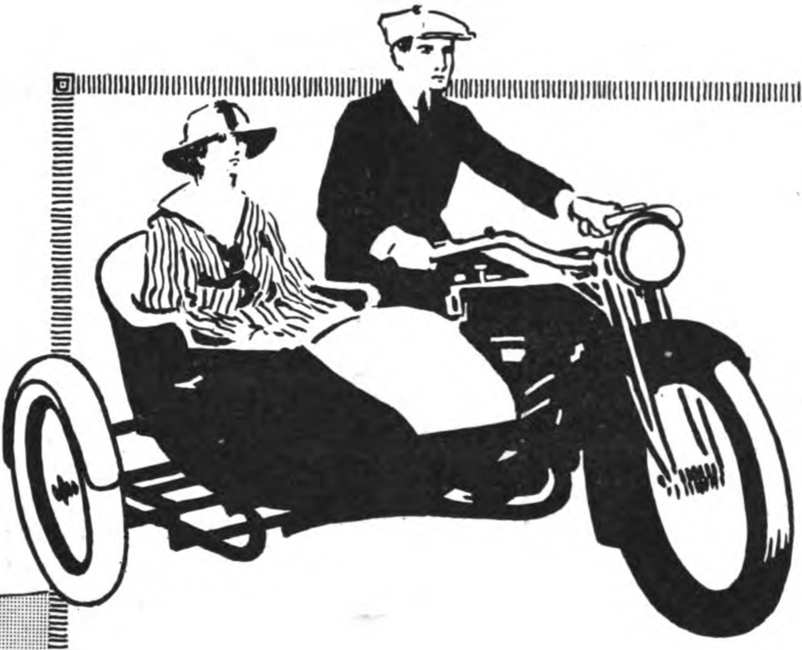
DIXIE

20th Century MAGNETO

wins two sensational victories

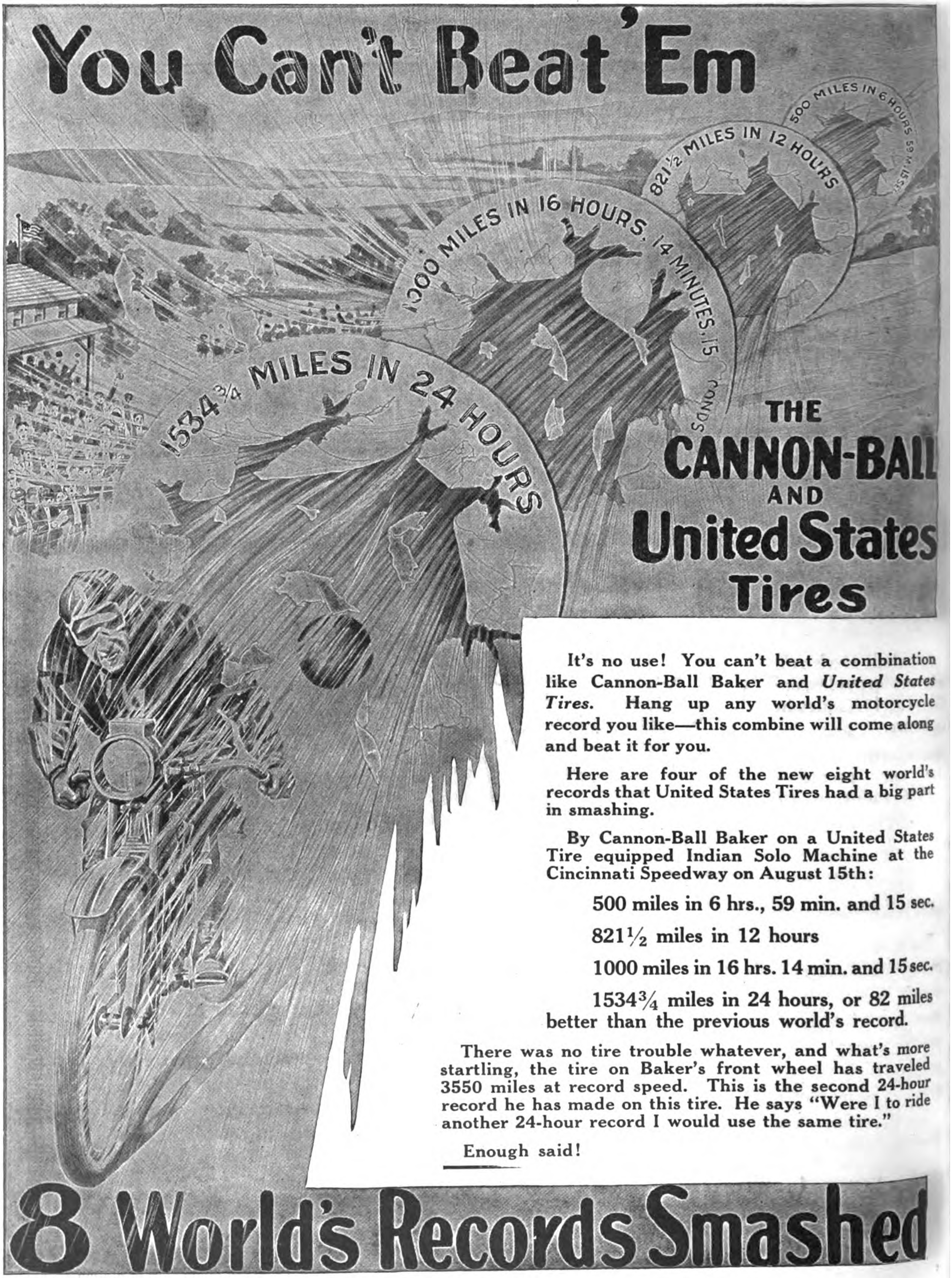
Cannonball Baker's new motorcycle record—1534¾ miles in 24 hours.

Ted Carroll's new side car record—1275⅞ miles in 24 hours.



When it comes to record-breaking, DIXIE Magnetos can **always** be depended upon. In straight-away riding, cross-country touring, track racing, or trials of endurance against time, DIXIE never falters. It provides the life spark for ordinary as well as extraordinary performances, and "Cannonball" Baker—the war-horse of them all when it comes to dare-devil performances—**knows** that his ignition is safe for record-breaking so long as he has DIXIE Magneto equipment.

SPLITDORF ELECTRICAL CO. - Newark, N. J.


You Can't Beat 'Em
500 MILES IN 6 HOURS 59 M. 15 S.
821½ MILES IN 12 HOURS
1000 MILES IN 16 HOURS, 14 MINUTES, 15 SECONDS
1534¾ MILES IN 24 HOURS
THE
CANNON-BALL
AND
United States
Tires
8 World's Records Smashed

It's no use! You can't beat a combination like Cannon-Ball Baker and *United States Tires*. Hang up any world's motorcycle record you like—this combine will come along and beat it for you.

Here are four of the new eight world's records that United States Tires had a big part in smashing.

By Cannon-Ball Baker on a United States Tire equipped Indian Solo Machine at the Cincinnati Speedway on August 15th:

500 miles in 6 hrs., 59 min. and 15 sec.

821½ miles in 12 hours

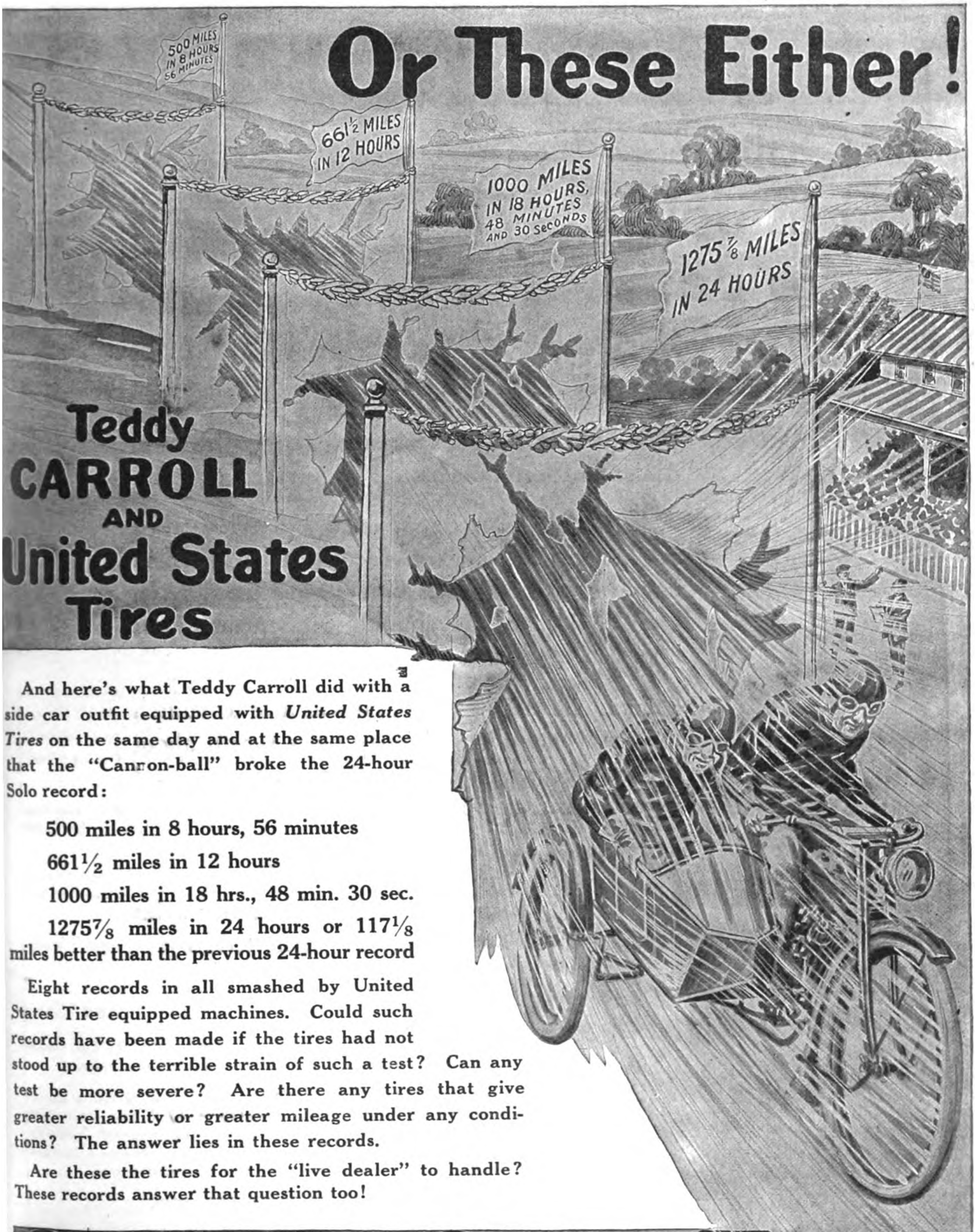
1000 miles in 16 hrs. 14 min. and 15 sec.

1534¾ miles in 24 hours, or 82 miles better than the previous world's record.

There was no tire trouble whatever, and what's more startling, the tire on Baker's front wheel has traveled 3550 miles at record speed. This is the second 24-hour record he has made on this tire. He says "Were I to ride another 24-hour record I would use the same tire."

Enough said!

Or These Either!


500 MILES IN 8 HOURS 56 MINUTES
661½ MILES IN 12 HOURS
1000 MILES IN 18 HOURS, 48 MINUTES AND 30 SECONDS
1275⅞ MILES IN 24 HOURS

Teddy CARROLL AND United States Tires

And here's what Teddy Carroll did with a side car outfit equipped with *United States Tires* on the same day and at the same place that the "Cannon-ball" broke the 24-hour Solo record:

500 miles in 8 hours, 56 minutes

661½ miles in 12 hours

1000 miles in 18 hrs., 48 min. 30 sec.

1275⅞ miles in 24 hours or 117⅛ miles better than the previous 24-hour record

Eight records in all smashed by United States Tire equipped machines. Could such records have been made if the tires had not stood up to the terrible strain of such a test? Can any test be more severe? Are there any tires that give greater reliability or greater mileage under any conditions? The answer lies in these records.

Are these the tires for the "live dealer" to handle? These records answer that question too!

On United States Tires

Quit His Job To Be Our Dealer

We have in mind a successful Harley-Davidson dealer in North Dakota.

A little more than three years ago he worked in the Harley-Davidson factory as a machine hand. The possibilities of the retail motorcycle, bicycle, sidecar, sidevan and accessories business appealed to him.

Securing financial backing, he was able to launch the new enterprise. Today he is worth about $9,000, finances his own time payments, and owes no one a cent.

He is a hustler. He's making good.

Maybe you can do the same. Write our sales department for information on open territory.

Be your own boss.

Harley-Davidson Motor Company
Milwaukee, Wis.

Manufacturers of high-grade motorcycles for sixteen years.

Firestone

BICYCLE NON-SKID TIRES

Built to Make Good

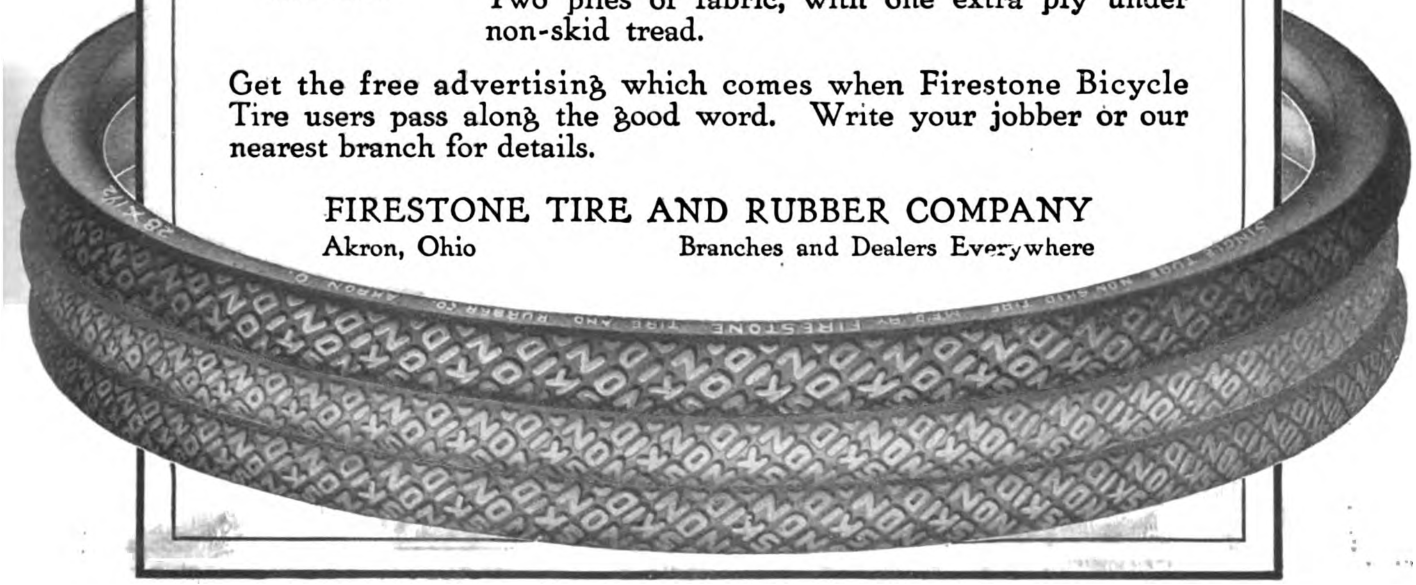
NOT only are Firestone Bicycle Tires built to "make good" in service but in sales; not only in buying value but in selling convenience, in profits and good will. There are just three in the line, and these three enable you to meet every demand with minimum trouble and least idle investment.

Each a Leader In Its Class

No. 1 **Red Side Wall** **Black Tread**	A heavy service non-skid tire, built to stand severe service. Two plies strong fabric, thoroughly saturated with specially selected rubber. Thick inner wall of pure rubber. Heavy flannel rim strip.
No. 2 **White Side Wall** **Blue Tread**	Two plies of fabric with two extra plies under tread. Fine looking tire and worthy of Firestone standard.
No. 3 **White Side Wall** **Red Tread**	Here's the biggest value offered in a popular priced tire. Durable, easy and of good style. Two plies of fabric, with one extra ply under non-skid tread.

Get the free advertising which comes when Firestone Bicycle Tire users pass along the good word. Write your jobber or our nearest branch for details.

FIRESTONE TIRE AND RUBBER COMPANY
Akron, Ohio Branches and Dealers Everywhere


NON SKID
FIRESTONE TIRE AND RUBBER CO. AKRON O.
28 X 1½

Champion Toledo

Dependable Spark Plugs

Look for the name on the plug!

Avoid substitution—and get the spark plug time and tests prove to be more reliable and durable.

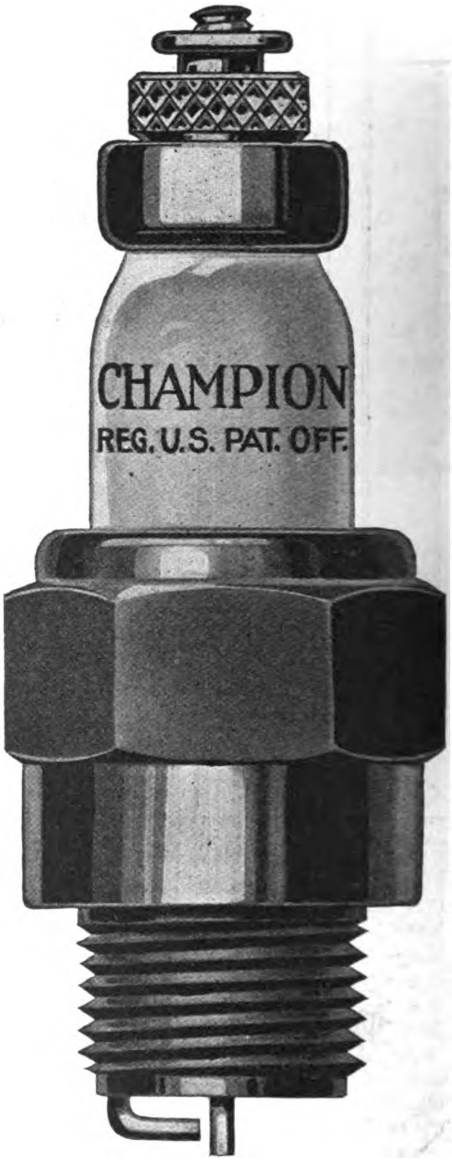
Use the Champion Spark Plug specially designed to serve your motorcycle and see how much better they wear and perform.

The names listed below represent the highest types of motorcycles, and each and every one of them carries Champion Spark Plugs as regular equipment.

"Thor" Motorcyles	are equipped with	Champion Heavy Duty metric plugs
"Cleveland Lightweight"	" " "	Champion Heavy Duty metric plugs
"Dayton"	" " "	Champion H.D., metric plugs
"Harley-Davidson"	" " "	Champion H.D., ⅞-18 plugs
"Flying Merkel"	" " "	Champion H.D., metric plugs
"Schickel"	" " "	Champion H.D., ⅞-18 plugs
"Smith Motor Wheels"	" " "	Champion H.D., metric plugs

Champion Spark Plug Company

Toledo Ohio



CHAMPION HEAVY DUTY
Price $1.00

MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 New York, August 23, 1917 Number 34

A Sidecar Vacation in the Big Bear Country

By
JOHN EDWIN HOGG

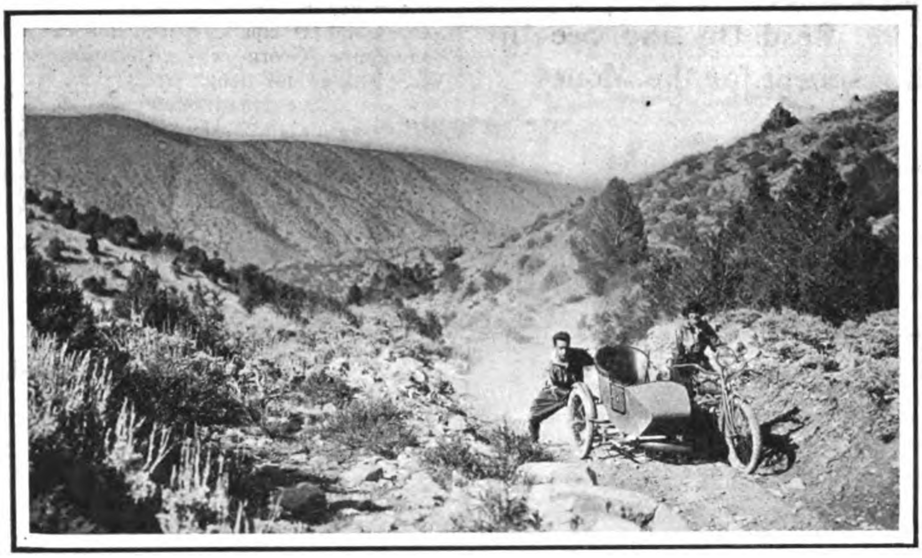
Breakfasting in Camp on the San Gorgonio Ridge

WITH our sidecar loaded with camp duffle, cooking utensils, and a fortnight's provisions, we rolled out of Los Angeles, leaving behind all worries and those much discussed topics of the day—war and rumors of war.

The wildest of the wild places in the mountains, far from civilization and the maddening crowd were the places we were seeking. Hence the Big Bear country, in the heights of the rugged Sierras, was our destination. The distance was less than a hundred and seventy-five miles by airplane, but a hundred miles of our route lay over the backbone of one of the nation's most majestic mountain ranges, and through country where certainly God never intended man to travel on wheels. Hurry and rush were the least of our worries, and we had made an early start only to be on our way as far as possible before the heat of the day overtook us.

In the golden glow of the morning twilight we sped past mile after mile of orange and lemon groves, between hedges of roses, along avenues of palms and eucalyptus, through peaceful slumbering villages, and into the city of San Bernardino long before the factory whistles shrieked their summons to another day of the workmen's toil. A solitary dog ran out to greet us as we sped up Arrowhead avenue, but we found things astir at the modern town pump, the gasoline and oil station. Here, besides taking on a capacity load of fuel, we also swung the exhaust pipes out of the muffler. We would need every facility for cooling, no matter how slight, once we began the long heavy pull through the mountains.

From San Bernardino our route led out Arrowhead avenue and into the foothills over an asphalt pavement that gradually rose until it rounded the base of Arrowhead Mountain, that masterpiece of nature with its great arrow-shaped rock reared into the low-hanging morning clouds. Passing Arrowhead hot springs that bubble and boil from the mountainside, up past peaceful foothill ranches, our road angled off into a canyon, and up a grade so steep that our machine refused to pull another inch in high gear. Then there was nothing to do but change gears, pump oil, and go



Climbing San Gorgonio Ridge on a Muddy Trail

growling and roaring on upgrade, between great rocky crags that seemed to tower into the very heavens.

For eleven miles our road went up and up. Sometimes we caught glimpses of the fertile valley we had quitted thousands of feet below as we wound around curves where we turned completely around in the length of the machine. Several times we toured along directly above the road that we had traversed only a moment before, and we even encountered the dust that we had stirred from the road below as it was borne up the mountainside by the wind. We stopped several times to rest and let the motor cool as well as to quench our thirst from an icy torrent that roared down from crag to crag. The air became colder as we climbed higher, and gradually the palms of the valley shaded into scrub oaks and thorn buck, and finally into gigantic pines.

On one particularly stony and tortuous grade where our sidecar wheel hung on the edge of a thousand-foot precipice we met a big touring car coming down. There was not room to pass. The car was driven by a big portly moon-faced man with bronzed cheeks, a broad permanent smile, and the tang of the mountains all over him. He was the sole occupant of the vehicle. "Hold on a moment," cried the man, as he slid his rear wheels to a stop, and we began backing down the hill toward the next turn-out. "You're loaded heavier than I am," he said, "let me do the backing up."

An Advocate of the Golden Rule

WITH the remark he had his machine in reverse, and was on his way. He had to back fully a thousand feet up a hair-raising grade, and around a dozen dangerous turns before we finally came to a niche in the wall where we were able to squeeze by. We thanked the man for his kindness. "Don't mention it," he answered, "I'm an advocate of the Golden Rule." And with that he was on his way again down the mountain.

After passing the touring car we had a climb on less than four miles before coming to the top of the mountain range, where the view that greeted us simply beggared all description. We stood in the midst of a cluster of gigantic pines with a dozen or more varieties of wild flowers growing all about. On one side was the fertile valley, nestled far below the great banks of fleecy white clouds that floated up the mountainside. Behind us was the Nojave Desert, stretching away apparently into infinity, appalling in its silence, its cloudless sky and its blaze of purple and lavender coloring. A robin warbled forth his cheery carol from a pine tree overhead, and down over the canyon by which we had ascended an eagle wheeled and circled on motionless wings. The point on which we stood is designated on maps of the Angeles National Forest as Thousand Pines—a name given no doubt for the lack of something else more suitable.

On the Way Up Waterman Canyon Over Heavy Grades

If you haven't discovered, Old Scout and Fair Scoutess, that there is more bona fide, health-giving fun per chug in a motorcycle and sidecar combination than in any other vehicle that rolls the highways, here's a chance to wise up. Read the article and take the tip. It's a sure winner!

On the Rim of the World

WE were now on the beginning of that famed American scenic drive known as 101 Miles on the Rim of the World. It is one of the three routes into Big Bear Valley, as well as one of the most difficult. For 101 miles the trail angles along on the every backbone of the towering mountain range, through forests of virgin pine, past beautiful mountain lakes, up hill and down, along water courses, and past mountain torrents that make the eyes of the trout fisherman bulge with anticipation at the thought of the thousands of finny gamesters that inhabit the sheltered pools beneath the rocks. For much of the distance the desert, as well as the fertile lowland valleys, is in full view, but the road finally plunges off into the mountain fastnesses where all traces of civilization merge into the most rugged wilderness. Withal the highway is fairly good, and moderately traveled.

It was nine o'clock when we reached Thousand Pines, and although we traveled at a leisurely pace—sometimes in high gear, sometimes in low, with stops for photographs and admiration of the scenery—we arrived at Squirrel Inn at noon. This, according to a check of our speedometer and maps, put us thirty-eight miles over the Rim of the World, and one hundred and eight miles from home.

As we pulled up in front of the inn an old negro mammy, whose burden of fat was about as much as she could bear, began pounding a gong that hung on a tree trunk in front of the building. The gong met with instant response in the form of a dozen or so rusty-looking hill Billys and girls on horseback who came scurrying up out of the woods.

"Foty cents, an' good eatin's, too," responded the old negress in reply to our query as to the price of a meal. We agreed that we couldn't go very far wrong at torty cents for a meal in these war times,

This Two-Week Trip Cost $30; Read On and See If You Can Think of a Finer Investment for the Money

so decided to lunch at the inn rather than stop to make camp and cook our own food. It was a good bet, too, for the meal proved to be an excellent four-course dinner. The old negrees, we learned, was the cook. We are still wondering how it is possible to serve such a meal in such an isolated region at a figure apparently below cost.

Some Record-Breaking Grades

LEAVING Squirrel Inn we were informed that it was twenty-four miles to Green Valley, the next point of civilization. The distance is probably not more than five or six miles by airplane, but before we got there we were sure that it was the longest twenty-four miles we had ever traveled. The road was so tortuous that a speed of about twelve miles an hour was the fastest that could be attained with any degree of safety, while more often we jogged along at a pace of six or eight miles an hour.

An Appetizing Trout Dinner on Red Ant Creek

We went up the hills in low gear, and came down the same way, using the motor as a drag, and with brakes set so tight that on some of the steepest grades we came down with our rear wheel sliding. The trail zig-zagged up hill and down, along watercourses and across canyons with an apparently utter disregard for the topography of the country. We forded numerous streams and crossed others on corduroy bridges that gave us excellent samples of the vibration cure for rheumatism. We finally came to one long steep grade hung on the side of a perpendicular wall which seemed like a sort of reserve that the devil might have held back to surprise us with. It was a frightful pull, and we were barely able to make it.

About half way up we caught up with a man and his family with a bulging load of camp duffle in a big twin six automobile. The machine had simply refused to budge another inch up the grade, and their youngsters were carrying the supplies to the top while their father busied himself stringing his ropes preparatory to pulling the machine over with block and tackle. Fortunately a projecting ledge enabled us to pass, and after reaching the crest we stopped to let our motor cool. We walked back, and chatted with the motor party. They were traveling the same as we were. Time and destination were no essential objects. They were out to enjoy themselves and had left all their worries, grouches and troubles at home.

Just over the top of the bill we found a rude sign on which was scrawled "Four Miles to Green Valley." We went on and were glad to find about three miles of the distance downhill. The other mile was across a beautiful valley of meadowland where scores of wild-looking range cattle were grazing.

Green Valley consists of two buildings, and the family of George Tillett, the forest ranger, deputy sheriff, game warden, storekeeper, and principal citizen of that thriving community. George was out of town when we called, so his daughter Ethel, a pretty miss of about twenty summers, clad in kahki trousers and heavy spiked shoes, sold us some gasoline and oil, and issued the necessary permit for the building of our camp fires.

Leaving Green Valley, we rattled around the base of Fawnskin Mountain, and then climbed up and up for miles before finally coming to the rim of Dead Man's Canyon. This great rocky gorge is well named, for dead would be the man who attempted to descend by any route other than the gossamer trail that angles down its wall. The view from the top is one that literally sweeps the first-time tourist off his feet by its beauty and grandeur. One brings his machine to a stop on the very brink of a thousand-foot ledge where he may turn on his heel and view a hundred thousand square miles of country at a glance. Far below and away at the right as far as the eye can reach are the red stone walls of the canyon with the great pine trees at the bottom appearing like clusters of moss. To the left is an apparently endless panorama of mountain tops with forested valleys between them, and far off on the horizon Little Bear Lake is to be seen, a vision for the lover of nature.

After descending the wall of Dead Man's Canyon our road led out into the forest again, and after several miles came to the headwaters of a rushing mountain stream. Consulting our maps, we learned that this was Clear Creek, one of the streams flowing into Big Bear Lake. For the next twelve miles our trail followed the stream, crossing it no less than a hundred times, sometimes losing it for a little way, but always coming back to cool our tires in another shallow ford.

In Beautiful Big Bear Valley

THE sun was getting low and red in the western horizon when we came to a point where Clear Creek, together with our trail, entered a wide boulder strewn canyon and began going down grade. We zigzagged back and forth among the rocks for several miles and then around a ledge where

Bathing in the Chilly Waters of Big Bear Lake

Big Bear Valley, with its beautiful lake and towering snow-clad mountains, burst suddenly into view.

The first glimpse into the valley is simply bewildering. From the ledge on which we had stopped the tops of the giant pines slopped away toward the lake like a carpet of green moss. The indigo blue of the lake had given way in the center to the golden reflection of the most glorious sunset. Beyond the lake was another carpet of green that shaded away into the snow and glistening ice of the mountain tops.

There is but little twilight in the mountains. It became dark almost as soon as the sun had set, and even before we reached the lake shore. But the darkness was of short duration. It had scarcely become complete when the full moon rose big and red over the snows of the eastern mountains and in a few moments the light was almost like day.

"Wha-hee," came a shout from the forest as we passed a point some five miles around the shore of the lake. "Wha-who," we shouted back. Then there was a perfect chorus of "Wha-hee's" and "Wha-who's" from a hundred yards back in the woods where a camp fire was burning. We had stumbled onto the camp of a party of friends; the call "Wha-hee" and the answer "Wha-who" being the salutation of Los Angeles newspaper men with whom we had long been associated. Then some one called us by name and shouted "Come on up, supper is ready."

After shaking hands all around we were soon seated on a log in front of the campfire, where with sheer animal delight we proceeded to reduce the contents of huge tin plates loaded with fried trout, corn bread, and beans. Two hours later we had our tent up, and with our blankets spread on a bed of pine needles, began renewing acquaintances with that fine natural sleep that brands motoring, the mountains, and the pine woods as the unrivaled competitors of doctors and sanitariums.

A Toothsome Breakfast

WE were awakened at sunrise by a Whisky-Jack that fled down from the pine tree overhead and began pecking and scratching around on the ridge of our tent. Then came a volley of epithets from Scotty, the camp cook, about the "infernal ——— : — *** !!! "'" ——— *** chipmunks," that had invaded the commissary tent. Shouts of "Wha-hee" and "Wha-who" also indicated that other members of the party were awake, so we decided to crawl out.

Oh, what a glorious morning! The air of those high altitudes is fairly fragrant in its freshness. The lake looked like a mirror, while the mountains, the rocks, and the pine trees seemed to have a softness and color about them that we had never seen before. Even the sunlight falling in diffusion through the pine needles took a warmth and crispness that we had never experienced in the lowlands.

After Scotty had served all hands to several rounds of bacon, flapjacks with honey, and coffee, we decided to try our hand at trout fishing. Accordingly we adjourned to the brook back of our camp, and our eyes could literally have been knocked off with a stick as we gazed into the crystal pools and there beheld dozens of the fine speckled gamsters darting to and fro or lazily flapping their fins in some sheltered nook behind the rocks. The way those fish bit made it seem a crime to take them from the water. Our fly would no more than strike the pool before a fish would have it, and then would come the sport and tussle of getting him into the net. In less than an hour we had all the fish the law allowed us. It might be mentioned, too, that trout taken from an icy mountain pool, dressed and dropped into the frying pan are as different from market fish as T-bone is from round steak.

The Ten-Rattle "Sarpint" That Was Snuffed Out by a Timely Bullet

The next morning we motored around the lake, rented a boat, and tried our hand at lake fishing with splendid success. Our first strike was a four-pound salmon-trout that was gaffed and hauled into the boat after a twenty-minute fight. We landed several more, weighing two and three pounds each, and rowed across the lake at noon with all the fish that we could legally catch in one day.

There is an abundance of game in Bear Valley so that beside the canned and salt meat of our larder we varied our diet from the fish we caught with an occasional squirrel or rabbit. It was only necessary to walk into the woods a few rods to get a shot at one. On one foraging trip Scotty bagged a raccoon, and we had a delicious roast for supper that evening. We saw dozens of deer and could have easily had fresh venison, but out of respect for the law refrained from shooting any. Quail and grouse were also plentiful, but they, too, were protected by law. The surface of the lake teemed with wild fowl, and old mother Mallards were frequently seen swimming about followed by whole fleets of little Mallards. There were also vast flocks of wild geese, brant, and coots, as well as countless snipes, plover, curlews and other short birds.

We motored into the back country over some of the most inaccessible trails, and then set out on foot picking our way with map and compass, when our machine could go no further. In this way, we penetrated into some of the wildest portions of the valley. On one of these expeditions we tramped back into Horse Thief Canyon, a desolate, forbidding region in which human beings are seldom seen. Here we came upon a herd of antelope. They scurried off up the canyon at our approach, and were followed almost instantly by a mountain lion that sprang from behind a rock near where the animals had been feeding. We opened fire with our pistols, but the great cat made his getaway apparently only frightened.

A Tour of Exploration

FORTUNATELY, our camp was unmolested by vermints. Two owls made the night hideous until we shot them. Wolves gave us severel nocturnal concerts, but kept their distance. The real pests of the camp were the chipmunks and ground squirrels. These harmless little fellows made systematic foraging expeditions into our commissary every time our backs were turned. They would undoubtedly have carried away every morsel of food we possessed had we not taken measures for keeping them out.

After camping for five days on the lake near the mouth of Red Ant Creek we decided to motor out for a little tour of exploration. We put up enough food for a lunch, threw a shotgun and a small canteen of water into our sidecar and were off up the valley. We toured around the north shore of Baldwin Lake, a beautiful body of slightly brackish water almost as large as Big Bear Lake, and after crossing a long range of cattle country, followed a rocky little trail until we came to Doble, an old deserted mining town.

Doble, as we afterward learned is the site of the once famous Gold Mountain Mine, out of which millions of dollars worth of gold was taken before the lode vanished. In its mining days Doble was once the third largest post office in California, and for several years is said to have practically controlled the vote of the State. But when the gold disappeared the population did likewise, and now the post office at Doble opens up only on Tuesdays.

We toured north out of Doble over a rocky little sand trial that bore a rudely scrawled sign reading, "To Cactus Flats Via Shirt Tail Pass." The country became wilder and more desolate as we entered the pass. We concluded that it was probably so named because the miners of early days traveling over it on horse back had seen their own shirt tails flying in the breeze as they rode up and down the grades and around the sharp curves. Certainly Shirt Tail Pass was never intended for anything on wheels, much less a motor vehicle.

Some Thrills in Shirt Tail Pass

WE had not gone far down before we realized that there was no such thing as our ever getting back up. The grades became so steep that we could not hold the machine back without sliding to rear wheel, and the curves were so sharp that we had to lift the sidecar around them. To assist our brakes and prevent the destruction of the rear tire we cut a small sage tree and tied it under the chassis of the side car to serve as a drag. It served the purpose admirably, but we coasted down the hill followed by an avalanche of rocks.

It was fourteen miles to the bottom of the Shirt Tail, and by this time we were doubtful if we had sufficient fuel to get back to camp by the circuitous route that we would have to take. We faced the prospect of a night on the desert, stranded without food, and with less than two quarts of water in our canteen.

Then almost as if by the hand of Providence a jackrabbit jumped up in the road ahead of us. He hopped along a few paces and then stopped. We stopped too. Under ordinary circumstances we would have disdained to shoot at a rabbit with anything but a pistol, but not so this time. "Our lives may depend on that meat," was the word that was whispered simultaneously as the wife handed out the shotgun. A second or two was consumed for a deliberate aim, then the roar of the piece went echoing through the hills, as the smoke cleared away the rabbit lay quivering in the trail. In another minute he was tucked away in the sidecar. We were not to go hungry that night.

Our trail now led up hill again, and as we toured on for mile after mile the country became more barren, wilder and desert like. According to our maps, the route over the Shirt Tail would bring us out on the Baldwin Lake and Victorville Road some twenty miles out in the desert. If we could reach this road we could get back into Bear Valley over the Johnson Grade, a comparatively easy journey, and even if our fuel supply gave out we would soon be able to get aid from passing motorists. A peep into the gasoline tank brought home the truth of our worst fears. We had less than a quart of the precious liquid. But we went on, determined to reach the traveled highway if it was within our power to do so.

A Night on the Trail

WE later encountered some stretches of heavy sand which make low gear work necessary, as well as delaying our progress, and we knew only too well what this would do our scant fuel supply. The sun was getting low, and as it sank into the bank of lavender purple haze of the western horizon the motor fired its last shot. The gas tank was bone dry.

The outlook was cheerless in the extreme, but we resolved to make the best of the bad situation. We tore up some sagebrush, made a fire, and began preparations for cooking our rabbit. We had a package of salt in the side pocket of the car, and in searching for this we discovered a can of beans in the seat compartment where in the haste of our departure they had been overlooked. With the finding of the vegetable our spirits aviated, but we decided to save the beans for the morrow.

On a crude spit whittled from a piece of buckthorn, on which we turned it with a screw driver, our rabbit roasted beautifully. We ate it with a relish such as we had never experienced even with a Thanksgiving dinner. While it was a supper that was lacking in some of the essential details, it was far better than no supper at all. We ate only half of the meat. The balance was carefully wrapped in a paper and packed away for further needs.

We then scraped out a shallow trench in the sand and lined it with sage leaves. Then with a sip from the canteen we turned in for the night with our coats and the sidecar cover and flood mat as our only beding. It was one of those dry, cloudless desert nights with no dew, and a sky so clear that we saw millions of stars we had never seen before. All of them seemed so low in the heavens as to be in actual danger of bumping against the mountain tops.

A wolf howled off in the distance, and a burrowing owl screeched and hooted from a point startlingly near. But a death-like silence soon reigned over the desert, and we slept soundly until daybreak.

We could spare no water for toilet purposes so we scrubbed our hands with stand, combed our hair and let it go at that. We then heated our beans in the can and proceeded to breakfast. It was an elaborate menu—beans and cold sliced roast rabbit.

We were sitting opposite each other on pieces of sage log finishing the last bites of the food when with the calmness of a person excusing herself from the breakfast table, the wife's hand crept back toward the automatic pistol in her belt. Then speaking softly but sternly she said, "If you value your life don't move." Goose bumps rose on my flesh, and for an instant I wondered if the girl had gone mad. But then noticed that her eyes were focused apparently at my feet. "Don't more, don't move," she murmured.

By this time the pistol was in her hand, and its black muzzle swung slowly around toward me. A chill shot up and down my spine. "Don't move, don't move," she murmued again, and in the fraction of a second that followed, but which seemed like hours to me, the muzzle of the automatic crept downward until I fancied that its front sight was pointed at my feet. Then the weapon flashed. Sand was thrown over me by the shot. Something squirmed against my shoes, and a sigh of relief from the wife told that the danger was past. There in the very spot where my feet had rested was the writhing form of a rattlesnake. We thank God for the hours and ammunition spent in pistol practice. The wife's bullet had shattered the reptile's head. A couple more bullets made sure that the snake was dead. It was of the cottonmouth desert species, the most venomous serpent known. It was four feet long and had ten rattles.

A Truck Driver to the Rescue

AFTER spreading the sidecar cover over the machine to keep the enamel from blistering in the scorching desert sun, we set out along the trail on foot. The trail led gently up hill, and then coming over the crest less than half a mile from the spot where we had camped we were overjoyed to see the Victorville Road far down the hillside. We walked back to the machine and after blowing in the tank succeeded in getting the motor started. We reached the top of the hill before the last scant fuel supply gave out. Then pulling our gears into "neutral" we coasted down the grade to where our trail joined the main road, and a sign reading—"To Pine Knot," welcomed us. We were dreadfully thirsty, but having reached the traveled highway we felt safe and drained the last drop of water from the canteen.

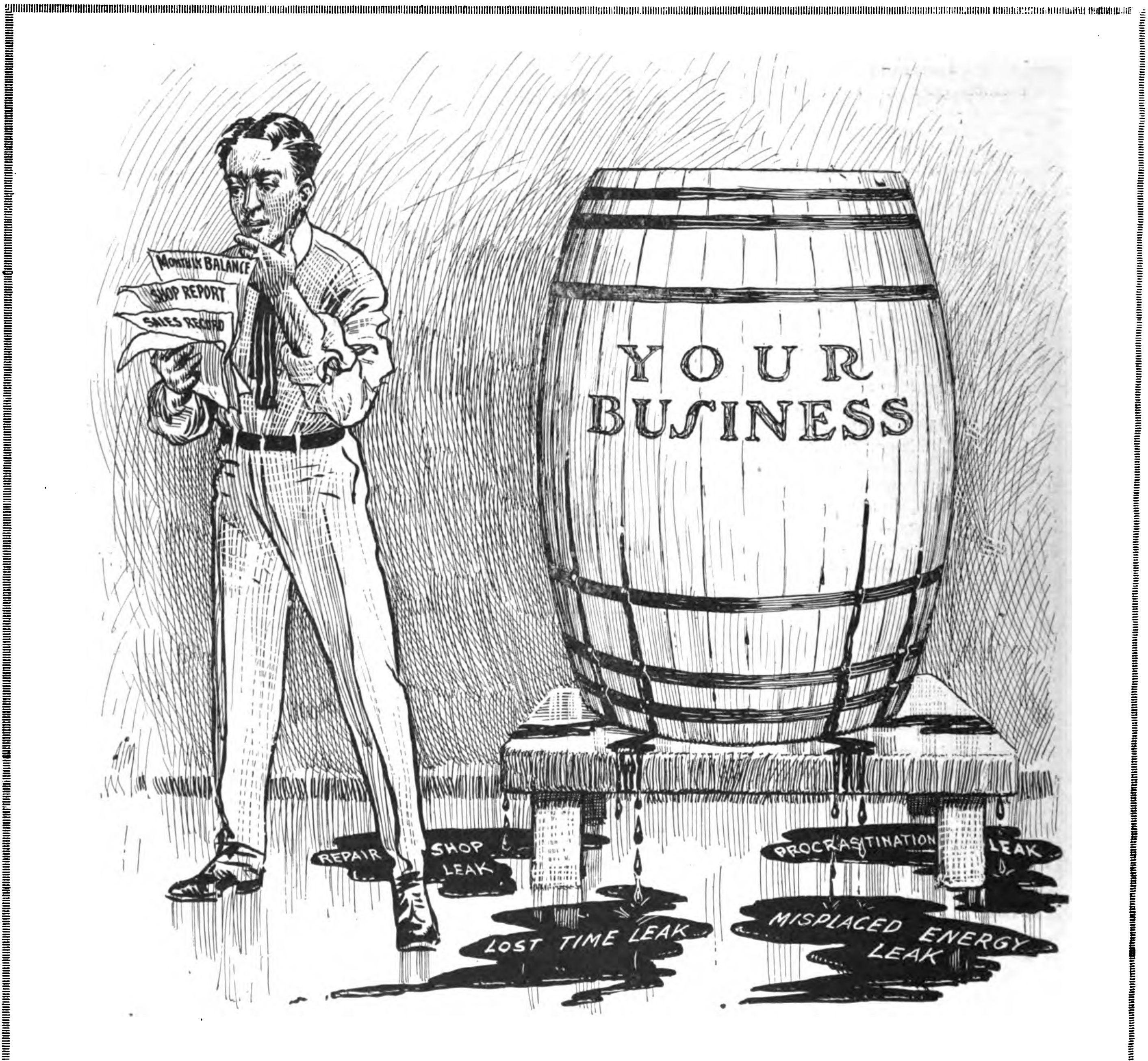
We sat by the roadside less than an hour when a motor truck appeared driving across the desert. In a few minutes more the man driving it had stopped alongside with the query, "In trouble?"

It took but a moment to tell him our story. The man waited only to hear that we had been on short rations before he dived into the load on his truck and handed out a box of sandwiches and a vacuum bottle full of hot coffee. Handing the food to us he said, "I haven't any gasoline, I run this thing on distillate. Can you burn that?" We told him we thought we could, whereupon he immediately took a five-gallon can from the truck and began filling up our machine. He then filled our canteen from a large tank he carried in the truck. "This is water from Old Woman Spring," he said, handing the canteen to us. It is safe to wager that water was never more gratefully accepted by thirsty tourists.

(To be concluded)

EDITORIAL

How Much of Your Income Is Leaking Away?



HOW many little leaks are cutting down the income from your motorcycle agency, Friend Dealer? Have you ever made a close inspection of your whole business with the idea of learning whether profits are getting away from you through unsuspected channels? If not, this is a good time to make the investigation. The sooner you make it the sooner you will begin to reap the full reward of the time and energy that you are putting into the proposition.

Begin with your repair shop. See that every bit of material used in a repair job goes on the bill. It costs you something, and the customer can't object to paying for it.

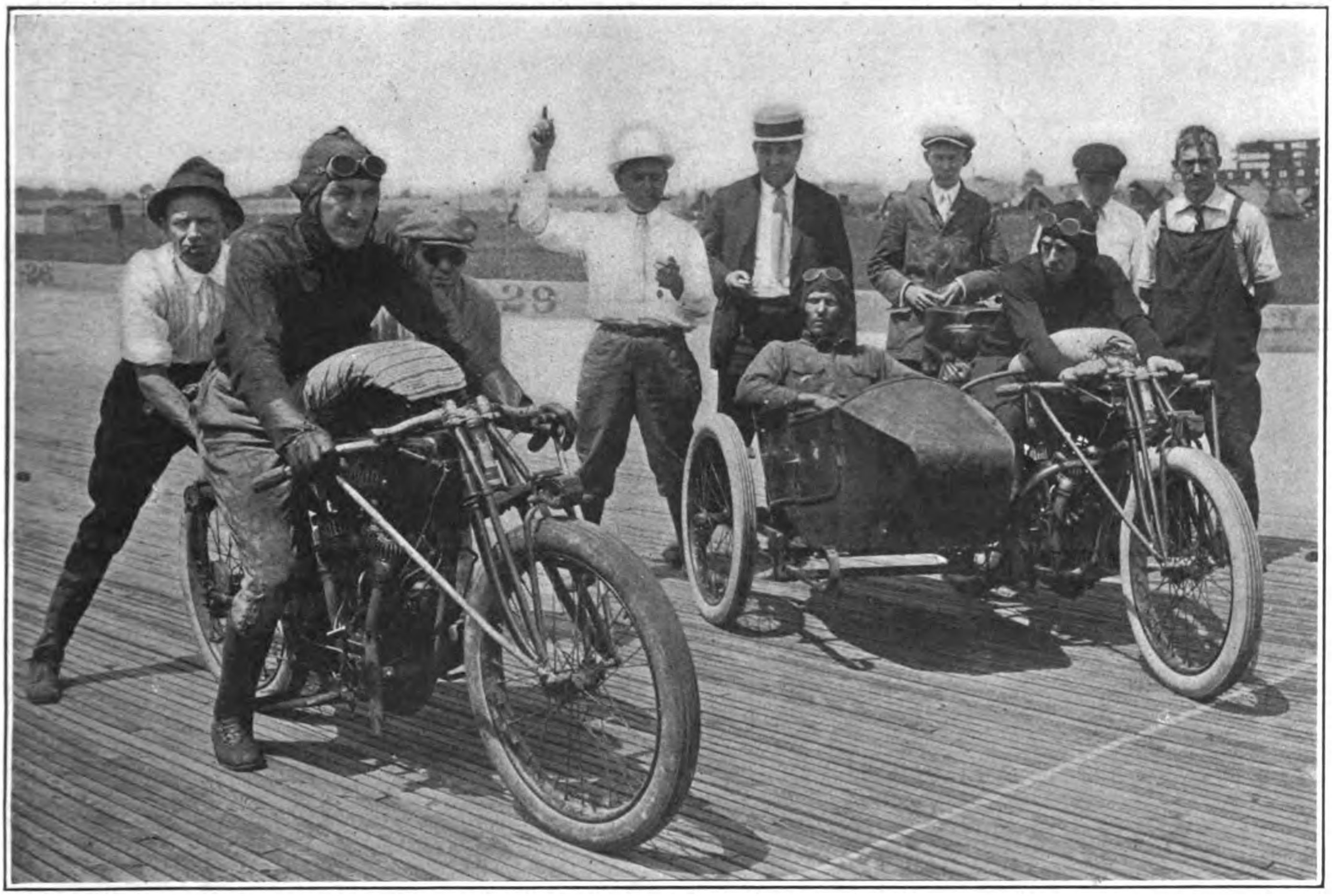
Watch the procrastination leak. Don't put off from day to day the little things that ought to be done, and that enable other dealers with more aggressive policies to step in and gather the shekels. Stop the wasted energy leak also. Don't wear yourself to a frazzle in trying to do inconsequential things while there are clear-cut sales matters demanding your attention. Make every move count; keep going, and have a definite object,—and see that every bit of merchandise or labor brings its proper, honest return to you. If your income hasn't been quite satisfactory, go after the leaks. Plug 'em tight. You'll notice a difference and your service to patrons will be improved.

LATE NEWS

NEW RECORDS FOR BAKER AND CARROLL

Former Sets New 24-Hour Solo Mark at 1,534¾ Miles on Cincinnati Speedway, While Springfield Lad Runs Up 1,275¾ Miles with Sidecar Combination; New 500-Mile, 1,000-Mile and Twelve-Hour Records Also Hung Up by Both Speedsters in Spite of Obstacles

By BOB STURM



Baker Ready for the Gun; Carroll and Von Staden at the Right

CINCINNATI, O., Aug. 18.—E. G. Baker, known throughout the motorcycle world as "Cannonball," assisted by Teddy Carroll, of Springfield, Mass., made a successful attack on eight world's motorcycle records at the Cincinnati Speedway, August 14 and 15. Baker used the same motor, a stock Indian Powerplus, that he used in his previous successful 24-hour trial in June, and Carroll was mounted on a stock big-valve Powerplus combination.

Baker's new solo records are 500 miles, 6:59:15; 1.000 miles, 16:14:15; twelve hours, 821½ miles, and 24 hours, 1,534¾ miles. Teddy Carroll, with George Von Staden as a passenger, circled the Speedway for a total of 1,275⅞ miles in the 24 hours; 661½ miles in 12 hours; 500 miles in 8.56, and 1,000 miles in 18:48:30.

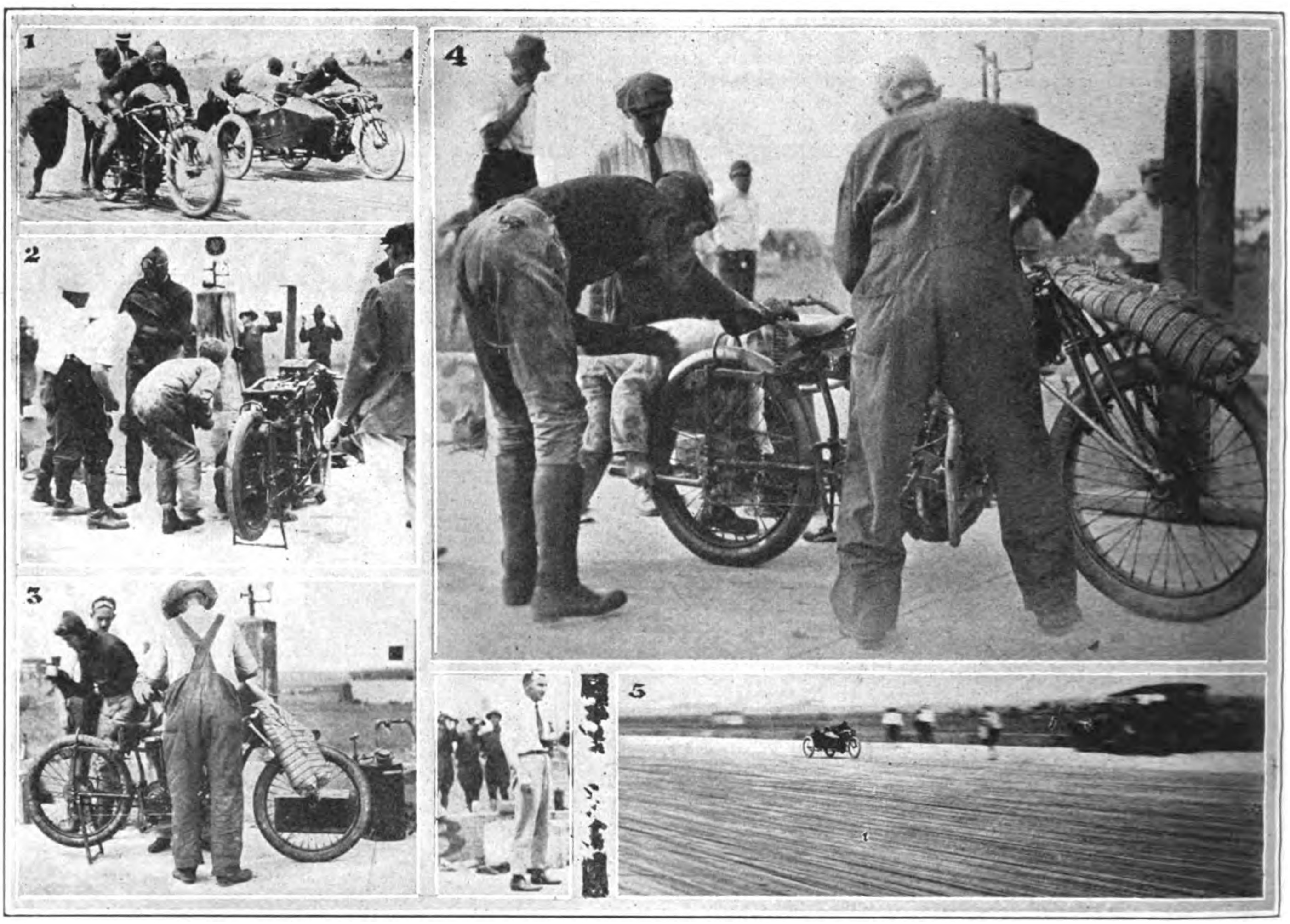
Baker just couldn't stand to have anybody else walk away with that 24-hour record, and since Parkhurst's new time was hung up some four weeks ago the big Hoosier veteran has had his heart set on another attempt. Together with Olin Ross and the writer, he planned the onslaught for August 14, and Carroll and Von Staden decided to form the reinforcement that settled the fate of the eight world's records in the two events.

The Cincinnati Speedway resembled a real battlefield, for the First Ohio Regiment, under Colonel Galbraith, had made its encampment there and some 1,500 soldiers were interested spectators of the dual program.

Promptly at noon Referee Joe Uhl gave the word that started the riders on their long grinds. Baker, profiting by his previous experience, had his machine fixed more comfortably and his new Troxel-Maslen saddle with its low position was destined to be a big factor also in contributing to his comfort. The first lap, from a standing start, was at the rate of 73½ miles per hour, and this average was maintained for the first one hundred miles.

Baker's first stop, at 130 miles, consumed 2¼ minutes, the clocklike pre-

Snapped at "Cincy" While the Records Were Falling



1. Baker and Carroll at the Start, Schaub and Wehrman Pushing the "Cannonball" Off at the Left. 2. A Stop at the Pit—Baker Thumping the Muscles of His Arms to Relieve the Numbness. 3. Olin and Wehrman Making Some Rapid-Fire Adjustments. 4. Filling the Tanks While "Bake" Examines the Tires. 5. Carroll and Von Staden Hitting Fifty-Eight Per with the Sidecar Outfit

cision of the pitmen, Ross, Wehrman, Teubner, Jacobs and Schaub, accounting for many miles during the trial. Three stops were made in the first 500 miles which were reeled off in the remarkable time of 6:59:15. At seven o'clock the red lights were lighted on the turns and the four automobile spotlights on the straightaways were connected up. On his last record attempt Baker found that three lights on each turn were sufficient, but on this ride, with two machines on the track, we placed them closer together, putting five to each turn.

Louis Schaub, of Hamilton, Ohio, was unanimously elected chef by the officials and was delegated to set the five-gallon coffeepot to boiling. One of the mess tents was donated by the soldiers and we had good coffee all through the trial.

Bugs Strike Baker's Eyes

At about nine o'clock the bugs got so thick they splattered Baker's goggles and made the riding very dangerous; it was found necessary to ride without goggles. In the eleventh hour he had covered 755¼ miles, an average of 68:68 miles per hour. In this hour, with a six-minute stop to locate a gas lead leak, the distance covered was 61:75 miles.

At 11:30 it began to rain. If the rain had come in the daytime it would have been bearable, but at night on a dark and slippery track the going was extremely dangerous. Twice in a few miles Baker stopped in an effort to get relief for his eyes, which were inflamed from riding without goggles. He finished the twelve hours with 821½ miles, and at one o'clock had covered 874 miles. A large bug had hit him in the left eye, and on his last stop he said he could see nothing out of that eye.

He never finished that lap, for after entering the first turn with the rain beating in his face, one eye out of commission and riding without goggles, he misjudged the turn and was hurled up against the outside wall, traveling approximately sixty-five miles per hour. It was a glancing blow that slid him along the track for two hundred feet gouging pieces out of the track with the sharp projections of the exhaust pipes and the footboard brackets. Teubner reached him first and found him looking at his machine, which had slid completely off the track, luckily before the sidecar combination showed up. Baker had a bruised forearm and several small abrasions, but not a splinter, and the motor had only been damaged to the extent of a broken footboard bracket.

The "Cannonball" walked over to the Hospital Tent of the First Regiment and his eye was carefully doctored. In the meantime, Carroll rolled in and demanded a light and was forced to stop 13½ minutes in addition to the 10-minute stop when Baker went down. When Baker returned to the track his machine had been equipped with a light and the old war-horse was anxious to be on his way after a stop of 1:11:30. He did not have the use of his left eye, and was forced to take his time as long as it was raining. It ceased raining about 2 o'clock and he then started, going great guns.

The 1,000 Mile Mark Passed

The 1,000-mile mark was reached in 16:14:15, and at 4:17 Wednesday morning he stopped to have the lights taken off and to refill. It was a steady march after this, and he covered lap after lap in 1:38 and 1:40, going between 72 and 75 miles per hour. He reached Parkhurst's mark in 22:40:38, and shortly after that came in with a leaky tire valve.

A plunger did not relieve the situation, and as the tire went down about every fifty miles we changed the whole rear wheel, as being quicker than a tube change. The United States front tire, which had gone 2,015 miles before the trial started, still looked good for several thousand miles, as the tread was not worn down, and the rear tire, of the same make, could easily have gone a thousand miles more.

With four records in his grasp, "Cannonball" was intent on piling up the advantage over Parkhurst, and when the flag was given he had totaled 1,534¾ miles. He was warmly congratulated by Colonel Galbraith, who said: "Mr. Baker, let me congratulate you; I wish we had two thousand men like you." Colonel Galbraith then insisted that Baker get a rub-down at the hospital tent and did everything he could to favor him and the officials.

Equipment: United States tires, Schebler carbureter, Diamond chains, Anderson plugs, Dixie magneto, Troxel-Maslen saddle.

Officials: Referee, Joe Uhl, of Cincinnati; starter, Colonel Galbraith, First Ohio Regiment; timers, Johnson, Wilson, Raridan, of Cincinnati; scorers, Asman, Mueller, Leesman, of Cincinnati; pitmen, Olin Ross, Art Wehrman, of Cincinnati; Billy Teubner and Ivan Jacobs, of Dayton, and Louis Schaub, of Hamilton; manager, Bob Sturm.

CARROLL'S RECORD-SMASHING SIDECAR GRIND

CINCINNATI, Aug. 18.—All hail, Teddy Carroll, the new champion, holder of four world's motorcycle sidecar records. The little Massachusetts lad jumped into the long-distance record limelight through a day and a night, and established a mark of 1,275⅞ miles for the 24 hours that is likely to stand for some time. Experienced in short speed contests, he petted the big-valve Powerplus Indian through the steady grind in a way that stamps him as one to be feared where head work and endurance are concerned.

Von Staden as Passenger

With George Von Staden, of Indianapolis, as his sidecar pal, Teddy opened up at the start with Baker and the motor hummed over the course at a steady fifty-eight mile clip. The regular Indian sidecar was used, the only change being to take the springs off and drop the body down on the chassis, thereby reducing the wind resistance.

Von Staden's job was to lie low and pump fuel to the main tanks, and he worked like a Trojan throughout the grind. The taillight was lit at 6.45, the sky being overcast and looking very much like rain. At six hours, with one stop, Carroll had covered 337¾ miles, an average of 56:2 miles per hour. To show how steadily he ran, the ten hours saw 561 miles roll beneath the machine, an average of 56.1 miles per hour. He had already captured the 500-mile record in 8:56, an advantage of over 51 minutes over Parkhurst's record.

We had figured a tire change at 12 hours, and Carroll rolled in at 11:20, having covered 638 miles. The rear tire, while showing considerable wear, was not worn through to the fabric but a change would have been necessary anyway before the grind was over. He replaced a gas line, made the tire change and refilled in 13½ minutes.

In 12 hours he had covered 661½ miles, which bettered the old mark by 47½ miles. A little after midnight he threw his goggles down, and at one o'clock he lost ten minutes when Baker spilled. His ambition now turned towards the 1,000-mile mark, and after the midnight rain the going was considerably better. Daylight crept over the oval at 4:15 a welcome sight to the two lads whose eyes had been bombarded with bugs and rain for over two hours.

The Old Record Falls

The ten centuries were turned in 18:48:30, just 1:34:16⅕ better than Parkhurst's mark. In 21:48:45 the old record of 1,158¾ miles was reached, and with over two hours to go Carroll settled down to the task of piling up mileage on the Powerplus. That figure was 117⅛ miles, the total being 1,275⅞ for the twenty-four hours. The equipment: Dixie magneto, United States tires, Gustafson special carbureter, Duckworth heavy chains, Anderson plugs, Mesinger air-cushion saddle.

Officials: Referee, Joe Uhl, Cincinnati; starter, Colonel Galbraith, First Regiment; timers, Johnson, Wilson, Raridan, of Cincinnati; scorers, Asman, Mueller, Leesman, of Cincinnati; Pitmen, Olin Ross, Art Wehrman, of Cincinnati; Billy Teubner and Ivan Jacobs, of Dayton, and Louis Schaub, of Hamilton; manager, Bob Sturm.

MOTORCYCLE TRAINING CAMPS FOR ARMY RIDERS

Washington Officials Approve Plan and Also Favor Separate Motorcycle Companies Under Commissioned Officers with Personnel of Thirty-Seven Men Each

WASHINGTON, D. C.—Promising plans for the cooperation of motorcycle manufacturers with army officials, to the end of providing the Nation's fighting forces with suitable power two-wheeler units, were threshed out at the War Department by Majors Drake and Furlough, representing Quartermaster General Baker, H. K. Zimmerschied, vice-chairman of the Automotive Committee, and the following delegation of factory representatives: William S. Harley, of the Harley-Davidson Motor Co.; Frank J. Weschler, Hendee Mfg. Co.; Arthur Davidson, Harley-Davidson Motor Co.; Jesse Edwards, of the Edwards-Crist Mfg. Co.; Frank J. Rodger, Harley-Davidson Motor Co.; and T. C. Butler, Hendee Mfg. Co.

The chief object of the conference was to urge upon Secretary of War Baker the importance of organizing motorcycle military companies as separate units, in keeping with the resolution adopted by the Motorcycle Standardization Committee in its Atlantic City meeting. The Secretary of War appointed Quartermaster General Baker to receive the motorcycle men, but the Quartermaster General was taken ill and named Majors Drake and Furlough to act for him. They have given much attention to motorcycle affairs, as they concern the army, for some time past and were well qualified to discuss the various phases of the situation.

Standardization Is Essential

It was found possible, in addition, to have Quartermaster General Baker participate in the conference by telephone, Jesse Edwards, who was in the U. S. Military Academy at West Point as an associate of Colonel Baker, acting as intermediary. The Quartermaster General strongly emphasized the value of standardization and pointed out that our European allies now use only two makes of motorcycles, whereas they made selections from all the types offered to them at the beginning of the war. He urged the manufacturers to carry the standardization idea as far as possible, with the aim of simplifying the training of new riders as well as of facilitating repair work by the interchangeability of parts.

Quartermaster General Baker explained that there was no inclination on the part of the army chiefs to make the standardization matter an onerous one for the manufacturers, or to interfere with the production of motorcycles for the general market. He stated, also, that the War Department does not wish to limit its purchases to one or two factories, but that every manufacturer offering machines for military service will be expected to carry the standardization as far as possible without delay.

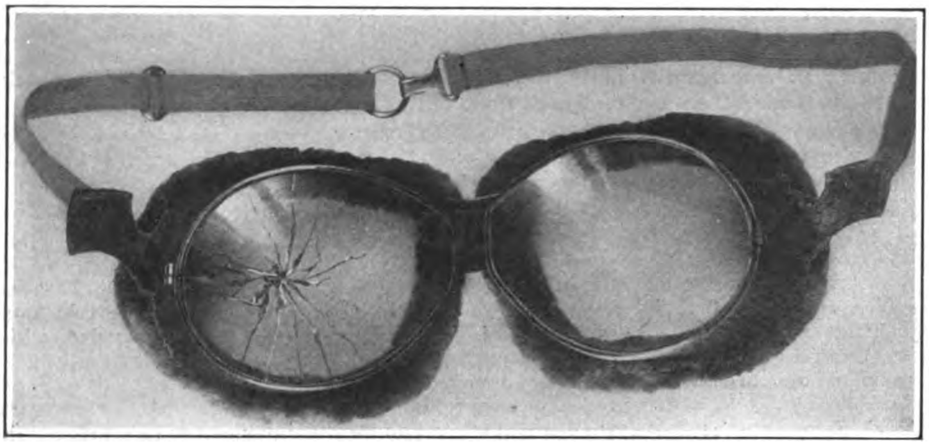
With reference to the plan to have army motorcycles operated on a basis which will take into account their special fields of usefulness, and under commissioned officers, Quartermaster General Baker stated that the idea has been favored by the War Department for some time past and that it has already been submitted to the General Staff. The Quartermaster General offered to pass along to the proper authorities any suggestions that the manufacturers might have to offer relative to the organizing, training and equipping of motorcycle units.

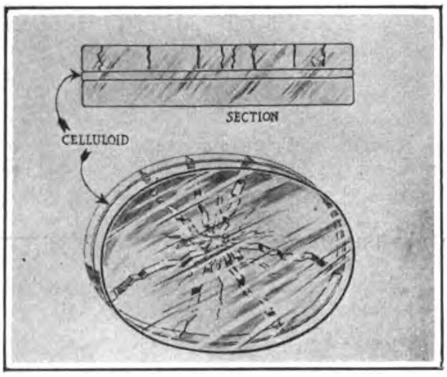
With William S. Harley acting as spokesman, the motorcycle delegation took

(Continued on page 22)

"RESISTAL" CRYSTALS FOR GOGGLES

Welded Two-Layer Construction, with Celluloid in Center, Safeguards Wearer's Eyes Even When Glass Is Broken by a Heavy Blow





Upper View Shows How Glass Remains in Place After Being Shattered; Lower View, the Layer of Celluloid Between the Lenses

NEW YORK, Aug. 20.—Something new in the way of a safety goggle which is ideally adapted to the needs of the motorist has just been placed upon the market. That the goggle is bound to create an instant appeal can be gathered from the fact that while the crystal can be cracked, it cannot actually be broken even with a hammer blow; even with the glass badly shattered, there is no tendency for particles to flake off and jeopardize the eyesight of the wearer.

"Resistal" is the trade name of the glass used in the manufacture of these goggles, and its construction is made plain by the accompanying sketch. It comprises two layers of perfect optical glass with a layer of celluloid interposed, the whole being welded—not cemented—into a solid but perfectly transparent mass.

. The result is a goggle crystal that has every virtue possessed by the plain glass with none of its dangers and drawbacks; and it has, at the same time, the strength and safety features of the celluloid goggle. But unlike celluloid, the "Resistal" is absolutely unscratchable, rigid and fireproof. Neither is it affected by water, heat or cold, and the celluloid layer provides a heat-insulating medium between the two surfaces which effectively prevents clouding up, due to moisture condensation.

Goggles with the "Resistal" crystals are being offered in a variety of forms to suit the needs of the motorist with either flat or bent crystals, and in either plain, amber or euphos colors by Strauss & Buegeleisen, 37 Warren Street, New York City.

A testimonial of their worth, is the fact that "Resistal" goggles have been adopted for the exclusive use of aviators by the United States Army officials. Army folks also have placed orders for a large number of the crystals in special form for use in gas mask construction. The fact that the glass remains perfectly water and gas tight, even when badly cracked, makes it ideal for use in the latter application.

WORKERS BUY CLEVELANDS

Weinstock-Nichols Co. Is Placing Many Lightweights with Factory Men

LOS ANGELES.—H. J. Banta, general manager of the motorcycle division of Weinstock-Nichols Co., has transferred his headquarters from San Francisco to Los Angeles. His office is at the main building of the company on South Olive street.

At the retail branch of the Weinstock-Nichols Co., where Los Angeles sales and also the shop are conducted, Manager Claude Short says the July business was the largest done in any month since Weinstock-Nichols took the Cleveland distributing agency. A new class of prospects is being reached. The industrial activity in the factories is putting money in the pockets of mechanics and drawing workers from all over the city. The result is they must have motorcycles, and the lightweight appeals to the middle-aged men among the skilled workers. A large number of buyers have shown up from the foundries and shipyards, which are now particularly active.

FIRE PREVENTION CAMPAIGN

NEW YORK, Aug. 20.—The National Board of Fire Underwriters, co-operating with the Council of National Defense, is circulating a great deal of new literature concerning fire prevention, much of it having special reference to garages. It is pointed out that owners of automobile and motorcycle garages can assist in National conservation by holding down fire losses to the minimum and a plea is made for extreme care by all persons identified with lines of business having fire risks.

HEAVY FISK SALES

Net Income for First Half of This Year Greater Than for All of 1916

CHICOPEE FALLS, Mass.—The Fisk Rubber Company's sales for the first six months of the year totalled $15,714,971, only about $4,000,000 less than the total for the entire year of 1916, according to a statement just issued. Although the gross business for the half year was less than for the full year preceding, the net income during the six months actually was greater, the first half of this year having brought in $1,983,627, as compared with $1.836,829 during 1916.

MEYER DRAWN IN DRAFT

SAN FRANCISCO, Cal., Aug. 18.—Charlie Meyer, vice-president of the San Francisco Motorcycle Club and the real backbone of the club, was one of the first men drawn in the selective draft. Meyer expects to be called to the colors and preparatory to becoming a soldier has resigned his position with the Reading Standard Motorcycle Co., and is taking a two weeks' vacation.

SHOP SAFETY BULLETIN OUT

MILWAUKEE, Wis., Aug. 20.—The August number of the Shop Safety Bulletin, the A. O. Smith Co. organ, is now being mailed out. The issue describes in poetic and prose form the annual picnic of the A. O. Smith employes and in addition contains other interesting items concerning the factory.

CONDITIONS PLEASE A. D. FRAZEE

SAN FRANCISCO, Cal., Aug. 18.—A. D. Frazee, who succeeded Fred H. Bente, Excelsior representative at 1560 Market street, states that he is more than pleased with conditions up to the present, having sold in the last week five motorcycles and two side car outfits, one a Rogers and the other an Excelsior.

A POWERPLUS FOR PITTSFORD

ROCHESTER, N. Y.—The George L. Miner Co., of this city, has placed a Powerplus Indian with the village of Pittsford for the use of the Police Department in traffic regulation.

MOTORCYCLE ECONOMY GETS 'EM

SAN FRANCISCO.—Motorcycle dealers in this city and vicinity state that they are beginning to receive calls from people who have decided to give up costly automobiles during the war and use the more economical motorcycle for both business and pleasure. This is particularly noticeable among men who formerly used motor cars for general runabout service in connection with their work.

TIRE DATA IN HENDEE BULLETINS

SPRINGFIELD, Mass.—The latest additions to the series of loose-leaf bulletins being sent out to dealers by the Hendee Mfg. Co. deal with tire conservation and treat in detail of pressures, repairs, etc. The data which was furnished by the Goodyear Tire & Rubber Co., can be studied with profit by every user of a motorcycle.

SPRINGFIELD RACES, SEPT. 8

Five Events Are Listed, Including 100-Mile Professional Race, at Fair

SPRINGFIELD, Ill.—Entry blanks are now being distributed for the race-meet to be held on the State Fair Grounds, one-mile track, Sept. 8, under the auspices of the Springfield M. C. and a strong line-up of speedsters is expected. Five events are listed, as follows: Five-mile race for local riders, ten-mile professional open, ten-mile club champion race with stock machines, fifteen-mile professional open, one-hundred mile professional.

Applications for entry blanks and other information should be made to B. M. Davison, Secretary of State Board of Agriculture, State Capitol Building, Springfield, Ill. Entries close Sept. 1.

INDIAN WINS IN SPAIN

Victor Landa Makes Best Time Against Motor Cars and Other Motorcycles

MADRID, Spain.—Victor Landa, riding an Indian, made the fastest time in the Cuesta de las Perdices contest held recently near this city. Landa covered the course at the rate of 62.4 miles per hour, beating two high-powered racing automobiles and seven other motorcycles. The field consisted of eight motorcycles and 12 automobiles.

Fourth place in this contest was taken by Angel Retana, also on an Indian, and fifth place by Roman Uribesalgo, another Indian rider. Retana and Uribesalgo were only beaten by two high-powered racing automobiles by a few seconds in point of time. In the class for 500 c. c. machines, Landa made the best time for the course, covering it at the rate of 39 miles per hour.

CRUDE OIL GOING UP

Increase Prophesied Some Time Ago Arrives and May Go Higher

NEW YORK, Aug. 20.—The jump in crude oil prices prophesied some time ago by A. C. Bedford, president of the Standard Oil Co., has developed and last week Pennsylvania crude, generally accepted as the criterion of the market reached a new high price of $3.25 a barrel. This is an advance of 15 cents over the previous figure and an increase of 25 cents over the $3 mark that aroused so much comment recently.

President Bedford's statement, made some weeks ago, to the effect that marked increases for crude oils must be expected was based upon his belief that too much gasoline is being used in this country.

OCCUPY NEW FACTORY

Mott Wheel Works Now Located in Spacious Plant at Jackson, Mich.

JACKSON, Mich.—The Mott Wheel Works is now located in the company's large new plant in the west end of this city. New machinery has been installed and the plant is in complete readiness for operation.

The old Mott plant at Utica, N. Y., is now shared by Clarence Williams, formerly associated with the Mott people, and the Bossert Co. Williams has formed a company to make wheels and rims in a part of the old plant, while the Bossert company is utilizing the rest of it to expand its manufacture of pressed steel parts, which they specialize.

WANT AMERICAN PRODUCTS

Prominent Dutch Firm Needs Additional Motorcycle and Accessory Agencies

NEW YORK.—A letter from F. A. Witwich-Hoek, Westvest 18, Schiedam, Holland, states that the firm is desirous of getting in touch with United States companies manufacturing motorcycles and accessories. The Witlich-Hoek concern is the largest in Holland in the accessories and spare parts field, and has spacious salesrooms at Schiedma, located near Rotterdam.

It is explained that American motocycle products have already created an excellent impression in Holland and that the Witlich-Hoek firm is constantly receiving inquiries concerning them. In order to be able to handle this new business the firm is anxious to close agreements with reliable companies in this country for motorcycles and all incidental accessories and supplies. The future for American motor products in Holland, according to the Witlich-Hoek concern, is exceptionally bright, provided high-grade goods are supplied on a reasonable price basis.

RUBBER EXPORTS TO AUSTRALIA

WASHINGTON, D. C.—A Commerce Report states that Australia imported rubber manufactures to the value of $3,774,120 during the fiscal year ending June 30, 1916, of which $2,314,935 represented importations from the United States. These totals embrace tire rubber, rubber-tire fabric, tires, tubes, etc., as well as many other articles of rubber composition.

STANDARDIZATION MEETING

Next Conference of Manufacturers and S. A. E. Men Is Set for August 29

NEW YORK, Aug. 20.—The next meeting of the Motorcycle Standardization Committee, made up of motorcycle manufacturers and representatives of the S. A. E., will be held at 9 a. m. on Wednesday, August 29, at the Congress Hotel in Chicago. It was originally announced that the meeting would be held on Monday, August 27, but it was found that this arrangement would conflict with another session in which the S. A. E. men are interested.

At the coming meeting further consideration will be given to standardization details, which were not fully passed upon at the recent Atlantic City conference, and it is expected that there will also be a report on the Government's attitude towards the committee's plea for a central camp for the training of army motorcyclists.

PIKES PEAK RACES CALLED OFF

DENVER, Colo., Aug. 17.—The races on the Pikes Peak motor highway for the Penrose cup, which were scheduled for Sept. 8, have been called off this year, owing to the war conditions. Last year motorcycle races were held on the Pikes Peak highway, in connection with the auto races, and the calling off of the automobile events means, in all probability, that the motorcycle program will also be abandoned this year.

LIMA BUYS TWO INDIANS

LIMA, O.—The Lima Cycle Co., Indian representative for this city, has just sold the Lima Police Department two electrically-equipped Power-plus models for use in traffic regulation and emergency work of this department.

NEW SPLITDORF EQUIPMENT AT THE CONVENTION

Jack Neis and the Indian on Which He Displayed New Splitdorf Generator and Separate Ignition System for Atlantic City Trade Visitors

NEW YORK RIDERS WITH THE COLORS

List of Metropolitan Motorcyclists Already with Various Units Is Impressive and Additions are Being Made Almost Daily

NEW YORK, N. Y., Aug. 20.—Among the motorcyclists of the Metropolitan District who have so far joined the colors are the following: John U. Constant, former amateur champion and all-around booster, is now a captain in the Quartermaster Corps; Charles Crownshield, vice-president of the Crotona M. C., is a captain in the Engineer Corps; Sidney Brown and Emmett Smith, formerly with Baker, Murray and Imbrie, are attached to General O'Ryan's staff; Ben. Goldstein and Russell Holdeman are with New York troops; Jack Kellar, John Brown Heir, J. Rozansky and "Alco" Mack are drivers in the Motor Transportation Department, and also serve on occasions as motorcycle scouts; Arthur Chapple, the well-known speedster, is a sergeant in the First Motor Battery; John Simmons and Edward Eytel are with the Twenty-second Engineers; Harold Lott is a recent addition to the Naval Reserves; Larry Terri, is a sergeant with the motorcycle squad of the Seventy-first New York; Charles Levy is a member of the Twelfth Regiment; Albert Hessemer is with the Eighth New York, and John Shustek is serving on the Mexican Border.

The following motorcycle men were called in the draft and are making efforts to connect with some motorcycle unit: Leonard G. Buckner, John Georghan, Joseph Howard, Otto Lovewich, Ray Hanzel, Henry Sangerman and Eugene Stern.

That the government is now fully awake to the importance of the motorcycle in army service is evidenced by the fact that about 7,000 machines have already been ordered, according to data obtained by conservative investigators.

BLAME IT ON THE CENSOR

It was inadvertently stated in the report on the Atlantic City convention that boxes of candy were distributed to the ladies by the New Departure Mfg. Co., when as a matter of fact the toothsome dainties were given by the Eclipse Machine Co. The New Departure folks distributed red, white and blue silk hat-bands.

ROLLFASTS ROLLING FASTER

NEW YORK, Aug. 17.—Announcement is made by the D. P. Harris Hardware Co. that practically all of the distributors for the popular Rollfast line and tires have renewed their contracts with the company for another year. A number of new applications have been received for territory, but the company states that it will retain its old representatives as far as possible. The demand for Rollfast products at this time is far in excess of the company's expectations, with the best possible indications that the pace will be kept up.

A RAPID-FIRE FOLDER

NEW YORK.—An unusually striking folder dealing exclusively with "Cannonball" Baker's new records on the Cincinnati Speedway, and more particularly with the part played by United States tires in setting up the new marks, is being distributed by the United States Tire Co. Considering the speed with which it was prepared, the folder is one of the strongest pieces of literature put out in many a day by the United States folks.

UNCLE SAM CALLS MOTORCYCLISTS

ROCHESTER, N. Y.—As far as can be ascertained at this time, about thirty well-known local motorcyclists and repairmen have been called for examination under the military draft.

BAKER "TALKS TURKEY"

Offers to Wager $1,000 That No Stock Machine Can Lower His New Records

INDIANAPOLIS, Ind., Aug. 21.—Since E. G. Baker hung up the new set of records on the Cincinnati Speedway with his Powerplus Indian there has been considerable discussion hereabouts as to just what a stock machine can be expected to do when pushed to the utmost under favorable conditions. By way of capping the controversy Baker says he will wager $1,000 or more that no stock machine, with stock gear and pulling through a three-speed as his Indian did, can improve upon his new records.

MOTORCYCLE TRAINING CAMPS FOR RIDERS

(Continued from page 19)

up with Majors Drake and Furlough the plans that had been roughly outlined for separate motorcycle companies, and it was found that the army men already had a pretty clear idea of what was required. They suggested the following arrangement for the units: one cyclemaster, sergeant 1st class; three assistant cyclemasters, sergeants; one machinist, sergeant; one helper, corporal; one cook; one watchman, private 1st class; one trumpeter messenger, private 1st class; 28 cyclists; one repair and mess car; 27 motorcycles for cyclists; 5 machines for officers; total personnel, 37. The make-up of a company as tentatively outlined by the motorcycle manufacturers, provided for a total of 80 men.

Majors Drake and Furlough were in accord with the factory representatives concerning the necessity for special motorcycle training camps, and it was practically decided that three such camps will be organized.

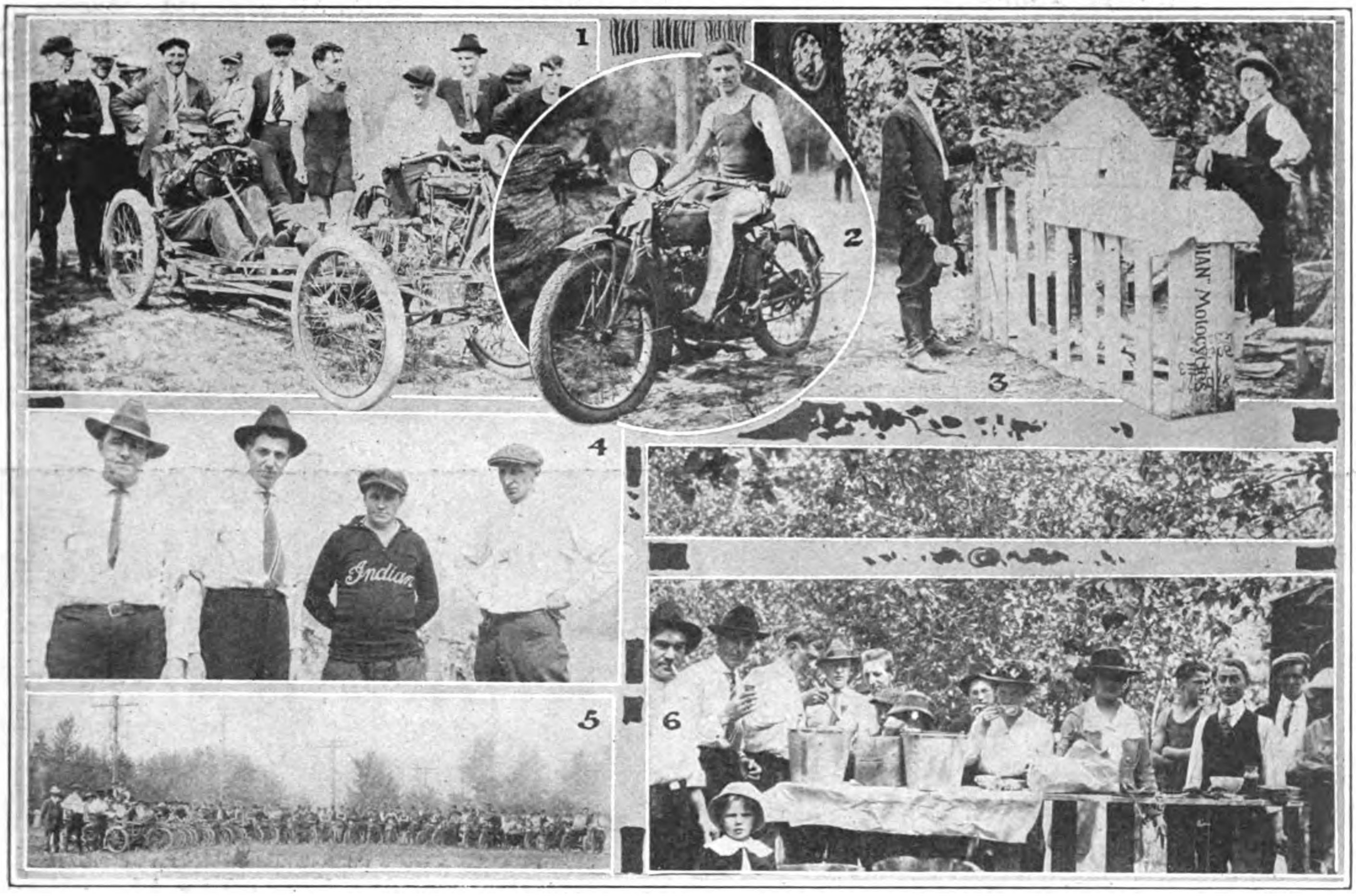
The motorcycle manufacturers submitted a list of expert mechanics, gathered with the assistance of their dealers throughout the country, and explained that they were fully prepared to cooperate with the War Department in that direction. The mechanics referred to are ready to enlist.

DIRECTORY OF ADVERTISERS

	Page
Auburn Ignition Mfg. Co., Auburn, N. Y.	47
Bearings Co. of America, Lancaster, Pa	48
Benton Co., L. F., Vergennes, Vt.	48
Champion Spark Plug Co., Toledo, Ohio	10
Continental Rubber Works, Erie, Pa.	Cover 3
Corbin Screw Corporation, New Britain, Conn	45
Davis Sewing Machine Co., Dayton, Ohio	Cover 4
Diamond Chain & Mfg. Co., Indianapolis, Ind	47
Duckworth Chain & Mfg. Co., Springfield, Mass	45
Eclipse Machine Co., Elmira, N. Y.	42
Ericsson Mfg. Co., 1115 Military Road, Buffalo, N. Y.	48
Excelsior Motor Mfg. & Supply Co., 3703 Cortland St., Chicago, Ill.	1
Fentress Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	48
Firestone Rubber Co., Akron, Ohio	9-48
Frasse & Co., Peter A., 417 Canal St., New York	48
Goodyear Tire & Rubber Co., Akron, Ohio	2-3
Harley-Davidson Motor Company, Milwaukee, Wis.	8
Hendee Mfg. Co., Springfield, Mass.	24-25
Henderson Motorcycle Co., Detroit, Mich.	45
Miami Cycle & Mfg. Co., Middletown, Ohio	48
Mosler & Co., A. R., Mt. Vernon, N. Y.	41
New Departure Mfg. Co., Bristol, Conn.	38
Reading Standard Co., Reading, Pa.	Cover 2
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	44
Splitdorf Electrical Co., Newark, N. J.	4-5
Standard Co., Torrington, Conn.	Cover 2
Stevens & Co., 375 Broadway, New York	47
Twitchell Gauge Co., 1200 So. Michigan Ave., Chicago, Ill.	Cover 2
United States Tire Co., 58th St. & Broadway, New York	6-7
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	45
Westfield Mfg. Co., Westfield, Mass.	41

OREGON INDIAN CLANS GATHER FOR BIG PICNIC

Second Annual Program Near Portland Draws Strong Lineup of Riders



1. "Red" Cogburn, Track Rider, and His Indian Blitz, a Twin Indian on Four Wheels. 2. Ernest Christensen, Vancouver Indian Agent, Who Won the Broad Jump. 3. Serving Refreshments. 4. Indian Agents Who Handled the Entertainment Program: Left to Right, C. W. Holmes and W. J. Finke, of Ballou & Wright, and William Schaeffer and F. J. Wyatt, of Jefferson Cycle Co.

PORTLAND, Ore.—Big chiefs and their braves from far and near attended the second annual pow-wow staged on August 5, at Columbia Beach, on the Columbia river near Portland. The committee in charge was made up of Chief Wyatt, Indian agent in Portland; Chief Finke, of Ballou & Wright, distributors; Chief Hook, who also handles the Hendee products in Portland, and Chiefs Rice and Christensen, Indian representatives in Vancouver, Wash.

The committee had the refreshments ready when the crowd arrived and a delegation of ladies served ice cream, hot dogs, lemonade, cigars and divers and sundry other allurements throughout the day. Columbia Beach is Portland's Coney Island and proved to be an ideal setting for the picnic.

The first event in the sports program was a relay race, participated in by 15 powerplus-mounted riders. After an hour's tussle the honors went to Burgess Rice. Rice also won the special match race with Mr. Newman. Earnest Christensen won the high jump by driving his 1917 Powerplus 32 feet through the air. Next came a tug-of-war, with 30 huskies on each side. Joe Shanten, who acted as referee, called it a draw. With the sports over, there was a rush for bathing suits.

Latter the crowd dolled up a bit and took possession of the dance floor, remaining until 11:30 when the resort was closed. It is estimated that at least 300 motorcycle enthusiasts attended and they were of one voice in saying that the day was a big success. Those in charge promised the visitors that the affair would be continued on an annual basis.

THE GASOLINE SITUATION

No Drastic Regulations Are Expected at Present to Force Greater Economy

WASHINGTON, D. C., Aug. 20.—While it seems to be generally taken for granted that the Government must take some steps in the near future to regulate the use of gasoline. It is the belief here that no particularly drastic rulings will be found necessary. Statements of A. C. Bedford, president of the Standard Oil Co., and chairman of the committee on oil of the Council of National Defense, and by Van H. Manning, director of the Bureau of Mines, to the effect that there must be a movement towards gasoline conservation to avoid serious shortage, have aroused official circles at least to the point of considering the situation.

It is claimed in some quarters here that the desired results cannot be obtained without ironclad regulations, but Government officials incline to the idea that a strong appeal to all gasoline users throughout the country will bring about the necessary economy when the conditions demand it.

MOTORCYCLE MEN IN GARGOYLE

ROCHESTER, N. Y.—Motorcycles come in for their share of attention in the current number of the Gargoyle, newsy house organ of the Vacuum Oil Company. A number of well-known motorcycle racing men are pictured, and the part played by Vacuum oils in recent speed contests is given appropriate mention.

TAKE THEIR MACHINES TO FRANCE

JAMAICA, B. W. I.—Military motorcyclists in Jamaica refuse to leave their Indians behind when they go overseas. Lieutenant F. H. Farquharson, of Kingston, has just taken his 1916 Power-plus to France. Three of the members of an ambulance unit have also taken their Light Twins overseas during the last two months.

DEATH OF VACUUM OIL HEAD

ROCHESTER, N. Y.—Charles M. Everett, president of the Vacuum Oil Co., died August 5, after an attack of cerebro-spinal meningitis.

"Cannonball" Baker, holder of the following world's solo records—24 Hours, 12 Hours, 500 miles, and 1000 miles. An interesting fact in connection with the making of these records is that Baker lost 2 hours and 23 minutes due to heavy rain storms which made riding dangerous. He rode an

Indian

Yes Siree! Indian Shatte

With the same certainty, characteristic of Indian's world-wide, all-around p cinnati (Ohio) Speedway, August 14th-15th, across the tape with 8 world of the acknowledged master motorcycle—Indian-Powerplus! ——

1534½ MILES IN 24 HOURS!

This is the world's 24-hour Solo Record—exceeding the former record by 81¾ miles! Baker's average for *actual riding time* was 70.9 miles per hour, or 64 miles per hour during the entire elapsed time of 24 hours.

1000 MILES IN 16 HOURS, 14 MINUTES, 15 SECONDS!

Here Baker clipped 54 minutes 13 seconds from the former record.

821½ MILES IN 12 HOURS!

This is 119½ miles better than Baker's previous world's record for this time.

500 MILES IN 6 HOURS, 59 MINUTES, 15 SECONDS!

Baker knocked 36 minutes 2 seconds from the former record for this distance

It was a big Indian Event—full of additional proof and final evidence of the Mere claims are insignificant when compared to the actual day-in-and-day-ou *—first in sales—first in convincing achievements!*

HENDEE MANUFACTURING COMPANY

Teddy Carroll, with George Von Staden as sidecar passenger, holder of the 24-Hour world's sidecar record, also the world's 12 hour, 500 and 1000 mile records—and it was done with an

Indian

d Those World's Records!

mances, Indians carried "Cannonball" Baker and Teddy Carroll, at the Cin-
ords to their credit. Here are the details of the marvelous accomplishment

1275 7/8 MILES WITH SIDE CAR IN 24 HOURS!
This is a gain of 117¼ miles over the former world's record.
Carroll's average mileage per hour for the entire 24 hours was 53.6.

1000 MILES IN 18 HOURS, 48 MINUTES, 30 SECONDS!
This excels the former world's record by 1 HOUR, 34 minutes, 16½ seconds.

661½ MILES IN 12 HOURS!
Adding 47½ miles to the existing record!

500 MILES IN 8 HOURS, 56 MINUTES!
Faster by 51 minutes, 40 1/5 seconds than the former world's record.

ity-supremacy of Indian Powerplus.
oof-positive performances of Indians—that's why Indian is *first in demand*

t Motorcycle Manufacturers in the World) **SPRINGFIELD, MASS.**

The Motorized Bicycle

TAKING A STEEP ONE WITH A MERKEL

Schroeder Climbing San Diego's Steepest Hill on a Merkel Motor Wheel

SAN DIEGO, Cal., Aug. 18.—The Schroeder-Hale Co., local agents for the Merkel Motor Wheel, report a remarkable performance on the Merkel, according to Mr. Schroeder, who has photographs to prove the test. The big feat accomplished by Mr. Schroeder was staged on the hardest and steepest hill in the community, the hill being covered with sand and rocks and being roughly estimated as about a 35 per cent. gradient.

Mr. Schroeder started at the foot of the hill at six miles an hour. Opening the throttle one-half he gained [illegible] all the way up until at the top he [illegible]eling 20 miles an hour. The h[illegible]h is used for testing automobiles, [illegible]ticularly hard one, but there was [illegible]casion to open the throttle fu[illegible] part of the trip. The test has aro[illegible] interest in the climbing powers [illegible] Merkel Motor Wheel.

MOTOR WHEEL VS. HORSE

Bonesteel, S. D., Miss Changes from Horse to Smith Motor Wheel Mount

BONESTEEL, S. D.—Miss Bertha Ulrich, of Bonesteel, South Dakota, a young lady who has broken in many spirited horses on her father's ranch, is now riding a Smith Motor Wheel instead of a horse, and finding it just as much fun and lots less trouble. She says: "It is certainly a very convenient outfit, easy to handle and a pleasure to ride. In fact, I never saw such an attachment in my life before, but I was tired of pedalling the bicycle and solved the problem with the Smith wheel. I never had a particle of trouble."

TAKE ON MERKEL MOTOR WHEEL

ROCHESTER, N. Y.—The George L. Miner Company has taken the representation for the Merkel Motor Wheel in several counties in this vicinity. Mr. Miner is enthusiastic over the outlook for sales of the new attachment.

AT THE COUNTRY CLUB

An Enthusiastic Dayton Motorbike Booster Out at the Dayton Community Club, Where Any Reputable Citizen Can Secure Membership for a Dollar.

YOUNG CYCLEMOTOR SCOUT SETS A GOOD EXAMPLE

Quite a Few Cyclemotors Are in Use by Boy Scouts, Their Lightness and Dependability Making Them Particularly Adaptable to Courier and Training Service

HENDERSON RIDERS GUESTS OF AGENTS

Between 75 and 100 Riders from Seattle and Tacoma Gather for Picnic—Sports Program One of Interest

Lineup of Riders at the Seattle-Tacoma Henderson Picnic

REDONDO BEACH, Wash., Aug. 12, 1917.—Between 75 and 100 Henderson riders gathered here today as the guests of Fuller, Tacoma Henderson agent, and Vernon, Seattle Henderson agent. The Seattle crowd arrived about 11:00 a. m. and Tacoma a few minutes later. The proposed clam bake failed to materialize because the tides were not right for digging clams.

After lunch the programme of sports was offered and proved to be such an exciting affair that a hundred of the Loyal Order of Moose, who happened to be picnicing here today, deserted their own amusements and watched the riders.

The spark plug changing contest proved the most interesting. Machines were placed in a circle, and the engines run for two minutes, then stopped for another two minutes to give the plugs a chance to warm up, then contestants were required to remove and replace all four plugs, using nothing but wrenches and bare hands. Fred Edwards won the first prize a Silver Beam spotlight valued at $10, but is wearing blistered fingers.

The girls' race was a hundred yard dash that developed into a neck and neck race between Ruth Johnson and Bertha Johnson—no relation—which Bertha won. The pushing race for men developed a lot of steam and much hard work. Contestants were required to push motorcycles 100 yards. Bob Jones seemed to possess the strongest and longest legs.

Several attempts were made to dance, but it seemed to be too warm for more than a dance or two, so most of the crowd went swimming in Puget Sound after the sports programme. After lunch was served in the evening, Vernon then brought forth a quartet of singers from one of the vaudeville circuits. The singers were exceptionally good and soon had several hundred people gather around them in their open air stage with real grass and trees for "props." The Seattle crowd took the newly opened Des Moines brick highway home. It opens up a new trip for the riders.

STRONG LOVELAND CARD

Some Leading Speedsters Will Figure in Program at Colorado Fair

DENVER, Colo., Aug. 17.—The motorcycle race meet that is to be staged in Loveland, Colo., Aug. 28-31 inclusive, in connection with the Larimer County Fair, is going to be one of the biggest events of its kind ever pulled off in this part of the country. The entry list is growing daily, and that is not all—a glance at that same list shows that some of the best riders in the United States will journey to Loveland and make an effort to carry away with them some of the purses that are to be hung up.

Up to the present date, aside from the best Colorado riders, the following well-known motorcycle speedsters from other States have sent in their names: "Shrimp" Hepburn, of Los Angeles; "Speck" Warner, of Ellsworth, Kansas, and champion of that State; Walter Higley, of Coffeyville, Kansas; Roy Hart, of Norton, Kansas; Clarence Johnson, of Lincoln, Nebraska; Jack Green, Omaha, Nebraska, and Roy Weishaar, of Milwaukee.

Each day during the fair two motorcycle races will be staged at Loveland, making eight races in all. For each race a purse of $100 will be put up.

ADOPTS "MILESTONES"

ROCHESTER, N. Y., July 30.—The Wagner-Dolph Co., Inc., has put all of its customers on the mailing list for *Milestones*, the monthly fiction magazine which is published by the Firestone Tire & Rubber Co.

WOULD NOT DO WITHOUT IT

The Editor: **—MOTORCYCLE & BICYCLE ILLUSTRATED surely is the best paper of its kind published, and I would not do without it if it cost me twice what it does.**

H. T. COLSON.

Elsie, Neb.

TO ORGANIZE A CLUB

Edmonton, Alberta, Cyclists Appoint Committee to Start Organization.

EDMONTON, Alberta—The prospect of an "unworkable" municipal statute to govern the ownership and operation of bicycles in the City of Edmonton has had the effect of arousing the local cyclists to concerted action in the matter. A mass meeting of local riders was held in the council chamber of the City Hall on Friday evening, August 3, to discuss the clauses of the new by-law. When the cyclists saw the good turnout, they immediately decided to organize a club.

A committee of five was selected for the purpose of conferring with the civic authorities regarding the measure. This committee will recommend several changes after certain information has been secured from the alderman.

It was the unanimous feeling of the meeting that Edmonton required a bicycle club and it was decided to appoint a committee of seven to prepare the organization of such a body. The birth will take place at general meeting to be held at an early date. One of the objects of the club will be to aid in patriotic work and another aim will be, of course, to protect the interests of cyclists in every possible manner.

JAPS LIKE OUR MOTORCYCLES

NEW YORK.—Advices from Japan indicate that American motorcycles are rapidly coming into favor in that faraway land. There is already an enthusiastic club of European and American motorcyclists in Kobe, which, under the presidency of an American, recently held the first hill-climbing contest ever staged in Japan. There is also a flourishing band of motorcyclists in Tokyo, the capital city, where a club is soon to be formed. To insure an adequate supply of tires for these Japanese riders, the Goodyear Tire & Rubber Company has established service stations in Japan, and reports a substantial increase in motorcycle tire business there.

MOTOR-COP CAPTURES A SPY

ROCHESTER, N. Y.—Motorcycle Officer Smyloe made an important arrest a few days ago, due to the speed of his machine. A German, under suspicion as a spy, escaped from the internment camp in Toronto and walked to the Niagara frontier. There he swam the river and soon afterward made his way to Rochester. Smylie became suspicious of the stranger and started for him. A chase resulted, but the motorcycle cop quickly overtook the fugitive, who was found to be chewing pieces of paper, presumably destroying drawings or other data of military significance.

Room for More Motorcycles

Writer in Automobile Magazine Points Out That General Public and Motor Car Agents Have Overlooked Wonderful Combination of Efficiency and Economy in Power Two-Wheeler; Asserts Motorcycle Is on Workmanship Plane of the $2,000 Car and Worthy of High-Class Dealer's Attention

NEW YORK, Aug. 18.—One of the most significant articles concerning the motorcycle that has been given publicity in a long time appeared in the August 2 issue of the *Automobile and Automotive Industries*, in the form of a plea for more serious consideration of the power two-wheeler as a high-grade and economical vehicle.

The article, printed under the name of A. Ludlow Clayden, and given premier position on the first text page, deals with a number of motorcycle angles which the manufacturers and dealers throughout the country have been striving to bring home to the general public for years past, and incidentally suggests that automobile agents will find it well worth their while to add the efficient and inexpensive single-tracker to their four-wheel line. The article, which contains much food for thought, is here reprinted in full:

"AMERICA is the only country in the world where automobiles are used extensively that has so small a proportion of motorcycles in the total of self-propelled vehicles. To European visitors the comparative absence of motorcycles from our roads is a never-ending source of surprise and no man with a wide experience of both motorcycles and automobiles can escape the conviction that there is something wrong somewhere. To give the motorcycle the least favorable case, it can be stated with positive assurance that for the use of two people in fair weather the motorcycle and sidecar will give the same service as a two-seated car at not more than one-quarter the cost. For those who love speed it can only be surpassed by cars costing well up into the thousands of dollars, and it is a little-realized fact that a sidecar is vastly more comfortable than the majority of full-sized automobiles.

Motorcycle Combination Very Handy

"Nor is it all a matter of economy. The motorcycle combination is greatly more handy. It is more easily housed and much quicker to get in and out of a garage, it is less trouble to use for short distances than a car, especially in the neighborhood of cities, owing to its smaller size and consequent ability to work its way through traffic. It is for this reason that so very many fairly wealthy owners of cars in England and sundry other countries keep a motorcycle in addition to their cars. For touring or long journeys the latter is used, but for all the ordinary short journeys the motorcycle is called into play. Also the intense "life" of a motorcycle, its rapid getaway and its hill-climbing ability cause it to appeal strongly to the class of man who normally likes to use a powerful roadster.

"It seems that this sort of customer has never, in America, had the virtues of the motorcycle made clear to him. Either the right sort of sales policy has not been followed or the appeal to the other class of rider has been made so strong that the well-to-do individual has been led to believe the motorcycle is beneath him.

"A good motorcycle and sidecar together may cost more than a cheap automobile in the first instance, but they cost so very much less to operate that men who can just scrape together the $400 or so are able to maintain the motorcycle without too great a drain on their incomes. On the average the motorcycles now being made are comparable in engineering quality and in workmanship with such cars as sell from $2,000 upward, which means that they are thoroughly durable and do not wear out all over in the way that some of the cheap automobiles will do in 10,000 miles of running. This means that depreciation is nothing like so rapid and also that a thorough overhaul which will render an old machine almost as good as new again is not prohibitively expensive.

"It is for these reasons that men of strictly limited means have found motorcycles such good investments. Of course, the capacity is limited to two full-grown people, but many thousands of men do not want anything larger; in fact, the touring car which will hold five or more is rather apt to force entertainment expense upon the owner unless he fills it with his own family.

Larger Output Is Logical

"For this reason there seems plenty of room for a motorcycle output greatly in excess of the present one. But there is another reason also why the market should be larger. So far, the popular motorcycle in America has been the big machine with some 15 brake h.p. and a weight between 300 and 400 lbs. This, although more handy than a small car, is far from being a substitute for a pedal cycle; for men to use going to and from work in town or country, for very short distances employment the big motorcycle is still rather a massive vehicle. There has grown up in Europe a type weighing about 150 lbs. and costing from $125 to $200, with about 2½ h.p. available which has sold enormously.

"It has been attempted to reproduce this in America, but so far the public has not appreciated the great usefulness of these little machines. The price does not stand in the way, as it is little more than is often paid for a talking-machine by a family of far from generous income. There ought to be an immense sale for a $100 motorcycle, and there is no reason why such a machine could not be produced. That it be well made and of good material is essential; low weight is so important that no indifferent workmanship can be allowed. Cheapness must be attained by smallness and lightness and by large quantity.

"There is a great chance for someone to take hold of this proposition and turn out perhaps 100,000, perhaps 200,000, such machines within a couple of years. It is essentially a novelty and it would need to be handled on a new basis; particularly does it seem unlikely that the type of dealer that has been selling motorcycles is suitable, for the motorcycle dealer in the aggregate has missed his opportunity.

Big Chance in Motorcycle Field

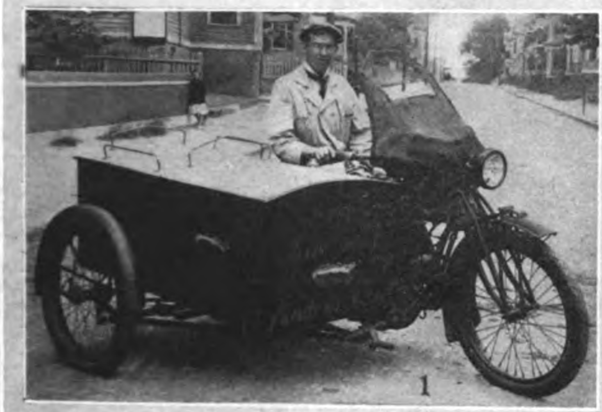
"Automobile dealers are to be blamed for not taking a wider interest in their field in this respect, for any man who can successfully merchandise passenger cars, trucks and tractors, can do as well with motorcycles if he gives himself time to grasp the size of the unexploited market for them.

"To get the better grade of customer, to convince the man who can afford a full-size car that the motorcycle is also an attractive proposition, is work for a high grade of dealer with good business standing. There are many such handling motorcycles exclusively, but not nearly many enough for the size of the country. It needs to be driven home that selling motorcycles is much more like selling cars than pedal cycles. A bicycle is sold like any piece of merchandise which a department store can handle, but a motorcycle needs the follow-up of garage and supply facilities which are essential adjuncts to the automobile dealer's establishment. A motorcycle is merely a type of automobile with a special appeal to two or three classes of purchasers, and it is this that has not been recognized as it should have been."

FOWLER JOINS FLXIBLE

LOUDONVILLE, O.—L. E. Fowler, well known as a long-distance motorcycle tourist, has just been appointed mechanical engineer for the Flxible Sidecar Co. Mr. Fowler first became interested in the Flxible sidecar about three years ago, when he purchased one for his own use. Since that time the conviction has grown upon him that the Flxible has a wonderful future and this conviction culminated in his acceptance of the responsible position with the Flxible manufacturers.

"Picturized" News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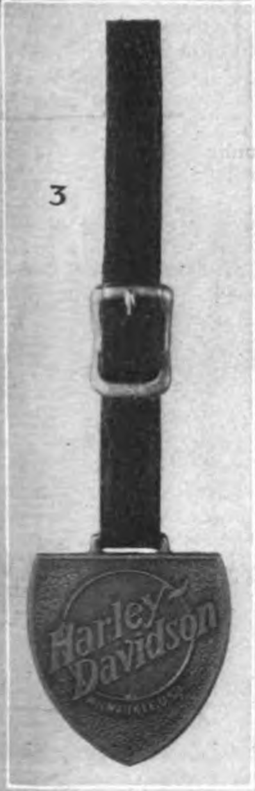
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Harley-Davidson

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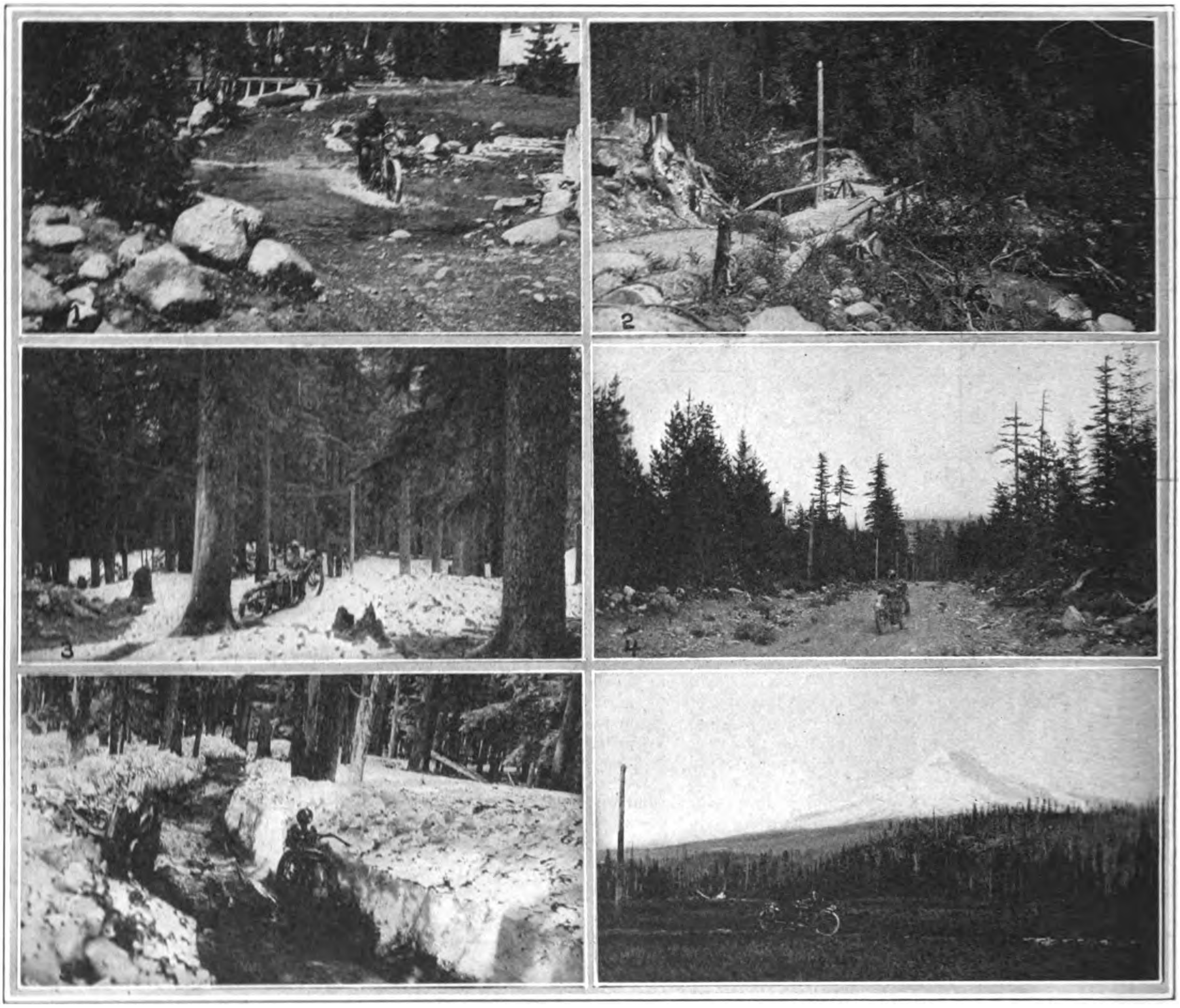
1. Sidevan Built by Providence (R. I.) Harley-Davidson Dealer for Frank Spinnett, a Baker. 2. Six Excelsior Outfits Sold by Brendamour Sporting Goods Co., Cincinnati Dealer, to a Local Military Organization. 3. New Harley-Davidson Fob for Dealers. 4. Dinner of the Indian Outing Club, Made Up of Hendee Department Heads. 5. F. H. Norris, Who Manages the Business of the Davis Sewing Machine Co. in Canada. 6. Miss Louise Kuhnore, a Brooklyn (N. Y.) Motorcycle Lassie. 7. Robert L. Brown Negotiating a Harley-Davidson Down a Bad Stretch of New Jersey Highway Just North of Englewood. 8. C. Shiefley, Who Handles the Reading Standard in Pottstown, Pa. 9. Indian Tourists from Watch Hill and Providence (R. I.) En Route to the Indian Factory.

CARLSON FIRST AROUND MT. HOOD LOOP

Portland Indian Rider Makes Trip Without the Slightest Motor Trouble Despite Fording Streams and Bucking Snowdrifts; 235 Miles Through the Wilds of Northern Oregon



1, Carlson Crossing Head Waters of White River Near Mt. Hood; 2, A Very Pretty Place Within Two Miles of Government Camp; 3, In the Timber on Summit of Cascade Mountains Near Mt. Hood; 4, A Few Miles of Good Road Six Miles West of Mt. Hood; 5, Deep Snow in Timber Near Government Camp; 6, View of Mt. Hood from Marshes Near the Summit House

PORTLAND, Ore.—With never a stop, save to guide his throbbing mount through some gurgling stream when the bridge happened to be washed out, or to push the two wheeler through the mountain snowdrifts—even, perhaps, to snap a picture or two—Edwin Carlson with Clarence Nichols as tandem passenger was the first to guide a motor vehicle over the Mt. Hood Loop Route during the present season.

Carlson, who straddled a 1917 Powerplus Indian, covered the 235-mile tortuous circuit of the mountain with not the slightest trouble and came back to report the roads passable at every point, though much the worse for mud, snow, boulders and washed-out bridges at many places along the line.

Carlson met the first snow about a mile beyond Government Camp, the depth being from one to two feet for about a half mile. A few drifts were nearly four feet in depth.

WAGON DRIVERS MUST HAVE LIGHTS

AUGUSTA, Me.—Hon. William Penn Whitehouse, of Augusta, former Chief Justice of the Supreme Court of Maine, has just given Maine motorists cause for rejoicing by advancing the opinion that any person driving a team on a public highway without a light is subject to arrest and fine. Motorists of the State have been waging a campaign to enforce the carrying of lights on every vehicle that uses the roads, with a view of cutting down the number of night accidents.

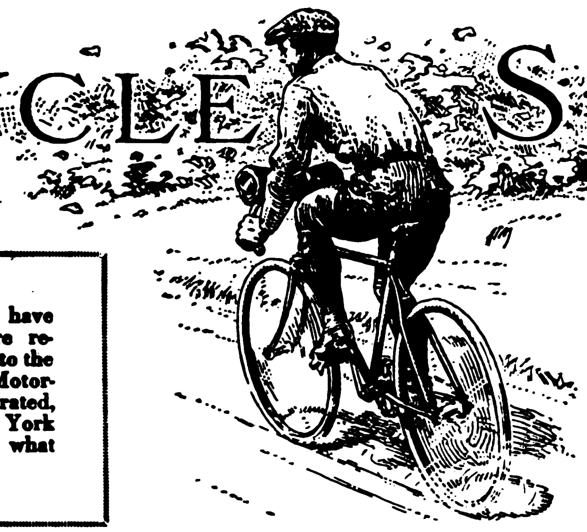
PREPARE FOR BIG PICNIC

LOS ANGELES, Cal., Aug. 20.—Invitations to the number of 5,000 have been sent out to dealers and motorcyclists all over southern California to boost attendance at the big Los Angeles Motorcycle Club picnic to be held at Seal Beach, Aug. 26. George Rubsch, A. F. Van Order and Wells Bennett have been doing the committee work in preparation for the big event.

MOTORISTS BACK PAVING PLANS

COLUMBUS, Ohio.—Twelve of Columbus' downtown streets that have been badly in need of repairs for the past few years will soon be repaved following the action of voters at the primaries last week.

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

McNAMARA HAS A BIG DAY AT NEWARK

Australian Captures Ten-Mile Open and Qualifies in His Heat of the "World's Championship Derby" —Former Champion Frank Kramer Lands Third in Long Race

NEWARK, N. J., Aug. 20.—Reggie McNamara, the "Iron Man" was the big winner at the Velodrome yesterday. The native of the Antipodes in addition to winning the ten-mile open annexed his heat in the "World's Championship Derby," a race carrying a purse of $1,000, $400 of which will go to the winner. McNamara led Menus Bedell, Newark; Frank Kramer, the ex-champion, and Jake Magin, Newark, home in the ten-mile in the order named.

Grenda Led in Last Lap

At the start of the last lap in the long race Grenda was leading McNamara, Menus Bedell, Magin, Eddie Madden and Kramer. Going out of the first turn McNamara passed Grenda and carried the field with him. Kramer came strong at the finish, but seemed to have waited too long and the best the former title holder could get was third place, Kramer just managing to beat out Magin for fourth. McNamara won by a length from Menus Bedell. After the race it was announced that McNamara had been fined $5 for "looking around." The referee showed lack of judgment in this case as in previous races most every rider took at least one look, while others were continually straining their necks.

The "Derby" heats, six of them, furnished some exciting racing. Although Arthur Spencer, the champion, was not on the program he started in the second heat and won easily. Frank Kramer, Alfred Goullet, Bob Spears, Reggie McNamara and William Spencer, a brother of the champion's, won their respective heats. Three repechage heats were run to give the cyclists shut out of the heats another trial. Willie Hanley, Eddie Madden and Charles Piercey were the fortunate ones and they will ride in the semi-finals on Wednesday night. The nine riders will be divided into three semi-finals, the winners of the semi-finals going into the final on Sunday.

Jake Magin had a chance to add a few more dollars to his bank account in the two-mile invitation for the professionals. Jake started from the honor mark in this race and came home a winner. Piercey attempted to go about three laps from home and he tired near the finish and was nipped by Magin and Willie Hanley. Taking advantage of a good pull by Rupprecht, who finished second as well, Menus Bedell annexed the half-mile handicap for the cash chasers.

Champion Staehle the Class

Amateur Champion John L. Staehle was the class in the amateur events. Staehle won the Australian pursuit race from a classy field of qualifants after going three miles and 586 yards. Fred Taylor, who will shortly join the National Army, finished second and Gus Lang, the Newarker, third. Harry Hoffman, the San Franciscan, was shut out in his heat. William C. Thompson, a Californian, annexed the third-mile handicap, and the novice went to E. Schroeth, a localite. Summaries:

Quarter-mile novice—Won by E. Schroeth, Newark; second, Carl Hambacher, Newark. Time, 33 seconds

Third-mile handicap, amateur—Won by William Thompson, San Francisco, 55 yards; second, Nicola George, Newark, 65 yards; third, dead heat between William Beck, Newark, 25 yards, and Robert Smith, Brooklyn, 60 yards. Time, 35⅕ seconds.

Australian pursuit race, amateur—Won by John L. Staehle, Newark; second, Fred Taylor, Newark; third, Gus Lang, Newark; fourth, Chris Dotterweich, Newark. Time, 7:34⅗. Distance, 3⅓ miles

Half-mile handicap, professional—Won by Menus Bedell, Newark, 40 yards; second, Eddie Rupprecht, Newark, 55 yards; third, Arthur Spencer, Toronto, scratch; fourth, Eddie Madden, Newark, 25 yards. Time, 54⅘ seconds.

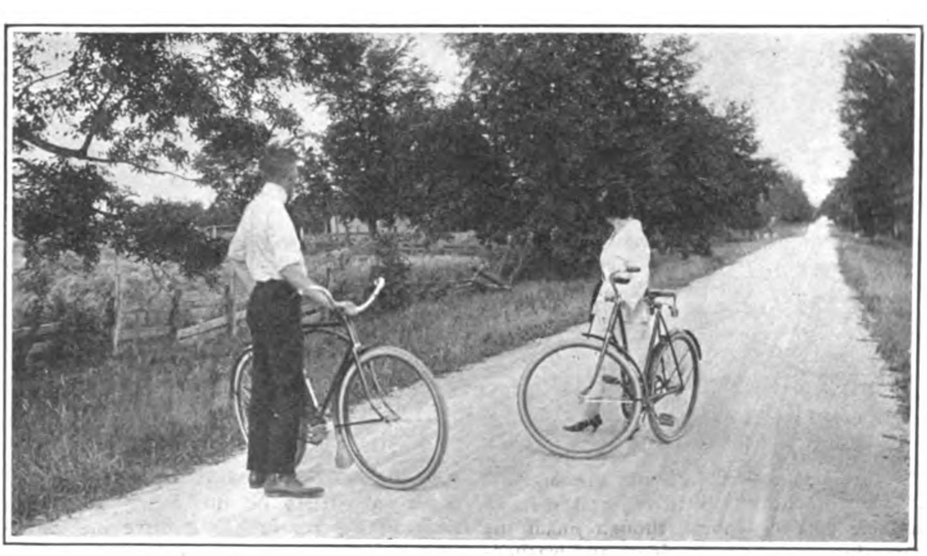
Two-mile invitation handicap, professional—Won by Jake Magin, Newark, scratch; second, Willie Hanley, San Francisco, 15 yards; third, Charley Piercey, Australia, 20 yards; fourth, Eddie Madden, Newark, 25 yards. Time, 3:53.

One-mile trial heats of World's Derby, professional—Heats won by Alfred Goullet, Newark; Arthur Spencer, Toronto; Frank Kramer, East Orange; Bob Spears, Australia; Reggie McNamara, Australia, and William Spencer, Toronto. Repechage heats won by Willie Hanley, San Francisco; Charles Piercey, Australia, and Eddie Madden, Newark.

Ten-mile open, professional—Won by Reggie McNamara, Australia; second, Menus Bedell, Newark; third, Frank Kramer, East Orange; fourth, Jake Magin, Newark. Time, 21:16⅖.

Special race at five miles—Won by Jake Magin, Newark; second, Alfred Grenda, Australia; third, Eddie Madden, Newark; fourth, Fred Hill, Boston. Time, 10:32⅕.

THE JOYS OF CYCLING IN THE COUNTRY



Two Devoted Harley-Davidson Enthusiasts Stop En Route to Enjoy the View of the Surrounding Countryside

KRAMER AND GOULLET WIN NEWARK "GRIND"

Former Champion and Newarker Put Up Sterling Exhibition in Final Stage of Modified Six-Day Race —Kramer Wins All But One Sprint in Which He Competed

NEWARK, N. J., Aug. 19.—Frank L. Kramer, the former sprint champion, and Alfred Goullet, the popular idol of the Velodrome fans, won the two-hour-a-night six-day race that finished last night before a monster crowd. The Kramer-Goullet pair was the favorite combination in the race and their victory was greeted with a rousing reception.

Eleven teams were tied for the lead at the start of the last two hours of the race in which ten sprints were run, one sprint at the end of each five miles and one at the finish of the two-hour session. To the surprise of every one Kramer won all of the sprints he competed in—five in all—with the exception of the last. In this sprint two riders, Piercey and Smith, stole away and finished first and second. Kramer, however, beat the rest of the field for third place.

Goullet Fails to Win

Goullet, on the other hand, was never worse than third in the five sprints he competed in. Goullet failed to win a sprint, but he managed to finish second when a rider stole away early, Goullet not wishing to spend his strength in chasing him. The Kramer-Goullet pair scored 18 points in the ten sprints. Second honors in the race went to the Jake Magin and Willie Hanley team with a total of 33 points. The Reggie McNamara-Bob Spears combination finished third with 39 points and Alfred Grenda and Willie Spencer pair landed fourth place.

Charley Piercey and Peter Drobach landed fifth place, one point in the lead of Eddie Madden and Fred Hill. Piercey suffered a bad spill in the second sprint and Drobach had to ride three successive sprints. In the 12 hours of riding the leaders covered 313 5/6 miles. The 300-mile mark was covered in 11 hours, 25 minutes and 24⅗ seconds.

John Bedell's Lone Ride

The outstanding feature of the final hour of the race was the performance of John Bedell. The two hours that were not run on Thursday on account of rain were added to the final night's riding. Bedell, who was riding with his brother, Menus, rode the entire four hours. Menus having gone to Philadelphia to ride in a paced race. John rode the entire four hours while Menus was trying to get more bacon for the family and he competed in every sprint and he received a great hand from the crowd.

There was quite a melon cutting yesterday at the Velodrome when the six-day prize money was paid out. All told there was $3,431 divided up for the cyclists. Each team's share was as follows: Kramer and Goullet, $752.50; Magin and Hanley, $528.50; McNamara and Spears, $465; Grenda and Spencer, $259.50; Piercey and Drobach, $224.50; Walker and Smith, $166.50; Coburn and Rupprecht, $163; Lawrence and Weber, $144.50; John and Menus Bedell, $124.50; Cameron and Corry, $135; Halstead and Eaton, $136.50; Krebs and Cobert, $155; Georgi and Guldager, $135. The results of the ten sprints, the points scored by each individual rider and the total for the team is given in the table at the bottom of this page.

Kramer Leads Second Day

NEWARK, N. J., Aug. 14.—By a great sprint Frank Kramer flashed over the tape in the lead by 20 yards at the finish of the second night's racing in the modified six-day race. Kramer went into the lead at the bell lap and the farther he went the bigger gap he opened between himself and the others. McNamara ran second, Jake Magin, third; Eddie Madden, fourth, and Menus Bedell, fifth.

At the start of the last mile Kramer was near the front of the procession. Willie Spencer with McNamara, Magin and Madden in his wake started to go at about two and a half laps to go. Spencer got to the front and Kramer was sewed in and his case looked hopeless. The former champion, however, worked himself out when he had almost reached the end of the string of riders and rode around the field in front of him. He got by at the bell and it was curfew for the rest of the flying fleet.

For his work Willie Spencer was fined $25. Spencer tried to protest with the aid of his trainer, but he seemed to lose the power of speech when he attempted to talk to the referee. The work was so raw that anyone could see the "train," and the mistake made by the referee was that he only fined Spencer. If Spencer was guilty of pulling McNamara and nicked for 25 iron men, McNamara was just as guilty.

In the first hour Piercey led with 26⅔ miles. Willie Coburn led at the 100-mile mark, the time being 3:41:05. During a "jam" early in the evening the teams of Cobert and Krebs and Georgi and Guldager each lost one lap. The leading teams covered 53 5/6 miles in the two hours, or 108½ miles for the two nights.

On the Third Day

NEWARK, N. J., Aug. 15.—Alfred Goullet won the final sprint in the third session of the modified six-day race tonight. The race was finished in a hard rain, but despite the wet track there were no falls. Jake Magin finished second; Alfred Grenda, third; John Bedell, fourth, and Charles Piercey, fifth. Eleven teams were tied for the lead on the third night.

The leading teams covered 160 5/6 miles in the six hours of riding. George Cameron and Frank Corry withdrew from the race as they are scheduled to race at Philadelphia. A "jam" at about the 20-mile mark proved to be costly for the Floyd Krebs-James Cobert and the Waldo Guldager-C. B. Georgi teams and they each lost a lap. The sprints for the $5 prizes at the five-mile marks were spirited.

Rain Spoils the Race

NEWARK, N. J., Aug. 16.—Rain made the running of the fourth night of the six-day race out of the question and the race was called off. The two hours will be added to the final day's riding.

Spill on Fourth Day

NEWARK, N. J., Aug. 17.—Frank Kramer suffered a fall, which was not a serious one, in the fourth session of the modified six-day race tonight. While Willie Hanley was passing on the outside Kramer ran up into him and fell. Willie Coburn and Gordon Walker also fell. Reggie McNamara won the final sprint from Eddie Madden, Alfred Goullet, Willie Hanley and John Bedell. In the eight hours the leaders had covered 216 miles.

MORE RECORDS FOR EGG

At the Velodrome Sempione, Milan, Italy, Saturday, July 28, Oscar Egg, the Swiss cyclist, succeeded in beating the unpaced flying start kilometer record. The old mark of 1:09⅘ stood to the credit of Orlando Piani, the Italian, and was made at the same track in October of 1914. Egg bettered Piani's mark by a full second.

HOW THE NEWARK 6-DAY SPRINTERS FINISHED

	Sprint No.											Tot'l
Pos. Team.	1	2	3	4	5	6	7	8	9	10	Pts.	Pts.
1—Kramer	0	1	0	1	0	1	0	1	0	3	7	
Goullet	2	0	2	0	2	0	3	0	2	0	11	18
2—Magin	3	0	4	0	4	0	2	0	4	0	17	
Hanley	0	2	0	4	0	3	0	3	0	4	16	33
3—McNamara	5	0	3	3	0	5	0	2	0	5	23	
Spears	0	6	0	0	5	0	4	0	1	0	16	39
4—Grenda	1	0	6	0	3	0	5	0	3	0	21	
Spencer	0	10	0	2	0	2	0	6	0	6	26	47
5—Piercey	0	10	0	0	0	4	0	4	0	1	19	
Drobach	1	0	7	10	7	0	7	0	8	0	40	59
6—Madden	7	3	0	5	0	10	0	5	0	8	38	
Hill	0	0	5	0	6	0	6	0	5	0	22	60
7—Smith	10	0	10	0	1	0	8	0	0	2	31	
Walker	0	4	0	6	0	6	0	9	6	0	31	62
8—Coburn	0	9	1	0	10	0	1	0	10	0	31	
Rupprecht	10	0	0	7	0	8	0	10	0	10	45	76
9—Lawrence	8	0	9	0	8	0	10	0	0	7	42	
Weber	0	5	0	8	0	7	0	8	9	0	37	79
10—Eaton	9	0	10	0	9	0	9	0	7	0	44	
Halstead	0	8	0	9	0	9	0	7	0	9	42	86
11—John Bedell	6	7	8	10	10	10	10	10	10	10		91

ALL-AROUND CHANGES

McNamara Gains a Few Points in Newark All-Around Contest

NEWARK, N. J., Aug. 22.—A slight change was made on Sunday in the all-around table. Alfred Goullet still retains the lead in the contest with 105 points. By taking the ten-mile in which Goullet punctured McNamara increased his standing by five points. Arthur Spencer, who was tied for the fourth place with Jake Magin gained a point on Jake when he finished third in the half-mile handicap, while Magin annexed only a fourth place in the ten-mile open.

Staehle Drawing Away

After being about tied for the lead for two or three weeks with Harry Hoffman, the Native Son, John L. Staehle, the amateur champion, drew away from the Californian last Sunday. Staehle annexed the pursuit race and Hoffman was shut out of winning any places during the day. Fred Taylor, who was accepted in the National Army draft last week, is finishing out his season in classy style. Taylor landed into second place in the pursuit race and gained a few points for the table.

The standing of the leaders in both classes is given in the following tables:

PROFESSIONAL

	1st.	2nd.	3rd.	4th.	Pts.
Goullet	15	6	5	2	105
McNamara	5	8	4	6	63
Kramer	4	4	5	0	42
A. Spencer	5	1	1	2	32
Magin	3	2	2	6	31
Spears	2	4	1	1	25
Grenda	1	3	4	3	25
Hanley	1	2	4	3	22
M. Bedell	1	3	3	1	21
Bello	3	1	1	0	20
W. Spencer	1	2	2	3	18
Madden	1	2	2	2	17
Hill	1	2	1	2	15
Eaton	2	1	0	0	13
Piercey	1	1	0	3	11
Smith	0	1	3	1	10

AMATEUR

	1st.	2nd.	3rd.	4th.	Pts.
Staehle	13	2	4	1	80
Hoffman	10	4	3	6	74
Taylor	3	10	5	6	61
Lang	3	6	7	6	53
Osteritter	5	0	6	1	38
Dotterweich	1	6	4	5	36
Byron	2	5	2	2	31
Chapman	0	2	3	3	15
Ciacuich	1	2	1	0	13
Clark	0	2	1	1	9

Note.—Points score—Five for first; three for second; two for third and one for fourth in open and handicap races only.

SCHEDULE MANY RACES

Manager Rinck, of the U. C. T. D., Reports Many Races on Labor Day

NEW YORK, N. Y., Aug. 21.—Manager Walter Rinck, of the United Cycle Trade Directorate, states that the dealers throughout the country are taking advantage of the Directorate's Racing Prize Bureau. On Labor Day it is freely estimated that the bureau will distribute prizes for more than 25 races. Up to Aug. 1 the Directorate reported that there were 130 races provided for. Since that date 40 or 50 additional speed events have been taken care of.

Among the cities that will run races on Labor Day are the following: St. Louis, Philadelphia, South Manchester, Conn.; Uxbridge, Mass.; Taunton, Mass.; Pensacola, Fla.; Red Lands, Cal.; Oshkosh, Wis.; Mattoon, Ill.; Syracuse, N. Y.; Manchester, N. H.; Toledo, O.; Berwick, Pa.; Spokane, Wash.; Birmingham, Ala.; Miami, Fla.; Chicago, New York City and Salt Lake City, Utah.

YOUNG DEALER A PROMOTER

PENSACOLA, Fla., Aug. 17.—T. T. Wentworth, Jr., the youthful bicycle dealer, who conducts a store at the corner of Belmont and Davis Streets, is promoting several races here on Sept. 1, or Labor Day, under the auspices of the Pensacola Cycle Club, and about 50 entries have already been received. Among the events are a two-mile race for men, two-mile race for boys between 17 and 20 years, one-mile for boys between 14 and 17 years, one-half mile for boys 11 to 14 years, and a slow race open to all. The promoter is advertising the race in good style and has distributed more than 3,000 notices of the race which he printed with his multigraph.

HUNTER PACES THE WINNER

PHILADELPHIA, Pa., Aug. 19.—Elmer Collins, of Lynn, Mass., captured the 50-mile motor-paced race at the Point Breeze track last night. Collins was paced by Jimmy Hunter and he rode in great style. His time was 1 hour, 6 minutes and 21 seconds. George Cameron, paced by Norman Anderson, finished second, and Menus Bedell fourth. Billy Armstrong and William Vandeberry each won a five-mile motorcycle race. The times were 2:13⅘ and 2:16⅖.

ST. LOUIS RACE IS DUE

ST. LOUIS, Mo., Aug. 18.—The Century Cycling Club, of this city, is planning for its annual road race to be held some time within the next few weeks and a number of riders from St. Louis and other nearby towns and cities are expected to enter.

WILEY SCORES EASILY

Paced Champion Has Big Lead in Revere Beach Hour Race

REVERE, Mass., Aug. 19.—George Wiley, the American paced champion, won the one-hour race in handy fashion at the Revere Beach track last night. Wiley was opposed by Victor Linart, the Belgian, and Vincent Madonna, the Providence Italian, and at the finish Wiley was more than a mile in the lead over Linart, who took down second money. When Wiley had three minutes to ride his pacing motor contracted engine trouble and the champion had to ride unpaced.

Lloyd Thomas, the San Francisco sprinter, had a profitable night. Thomas won the five-mile open and then went out and defeated Fred McKenzie in a five-mile tandem-paced race. Summaries:

Half-mile handicap, amateur—Won by Walter McKenzie, Revere, 60 yards; second, William Cupit, Roxbury, 65 yards; third, Humbert Natarntonier, Edmond, R. I., 125 yards. Time, 59⅕ seconds.

Three-mile open, amateur—Won by Marcel Berger, San Francisco; second, William Eager, Newark; third, William Cupit, Roxbury; fourth, Elmer Duncan, Everett. Time, 6:40⅗.

Quarter-mile handicap, professional—Won by Dennis Connolly, Everett, 55 yards; second, Hardy Jackson, Revere, 65 yards; third, G. H. Boyd, Somerville, 60 yards; fourth, Tom Connolly, Everett, 45 yards. Time, 28⅗ seconds.

Five-mile open, professional—Won by Lloyd Thomas, San Francisco; second, Tommy Grimm, Newark; third, Tim Sullivan, New Haven; fourth, Pat Logan, South Boston. Time, 11:17⅕.

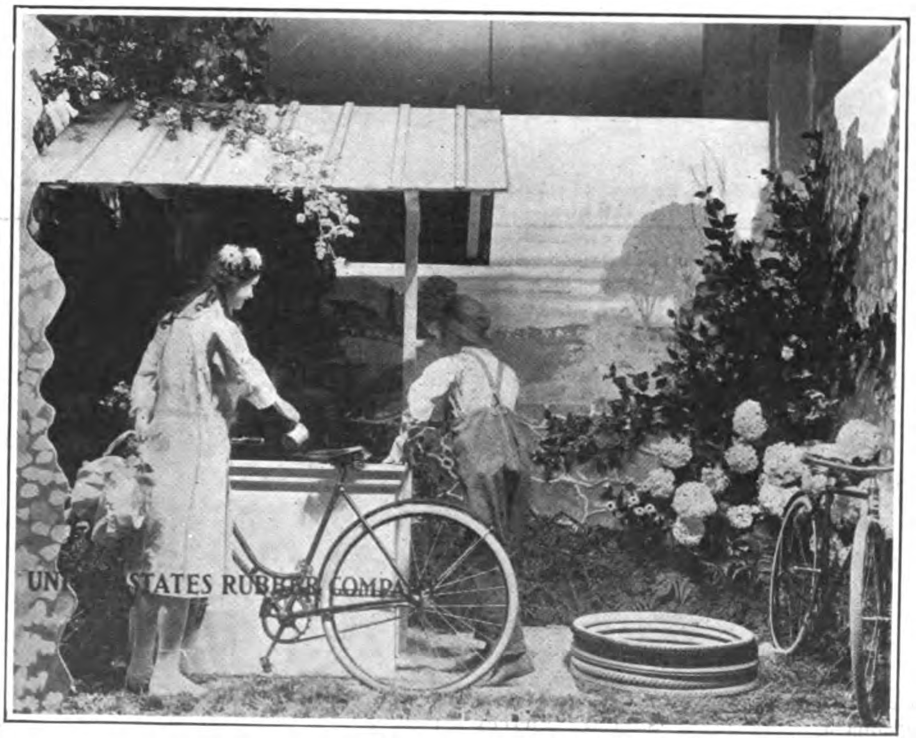
Five-mile tandem-paced race—Won by Lloyd Thomas, San Francisco; second, Fred McKenzie, Revere. Time, 9:40⅗.

One-hour motor-paced race, professional—Won by George Wiley, Syracuse; second, Victor Linart, Belgium; third, Vincent Madonna, Providence. Distance, 43 miles, 220 yards.

SCHEDULE FIVE ROAD RACES

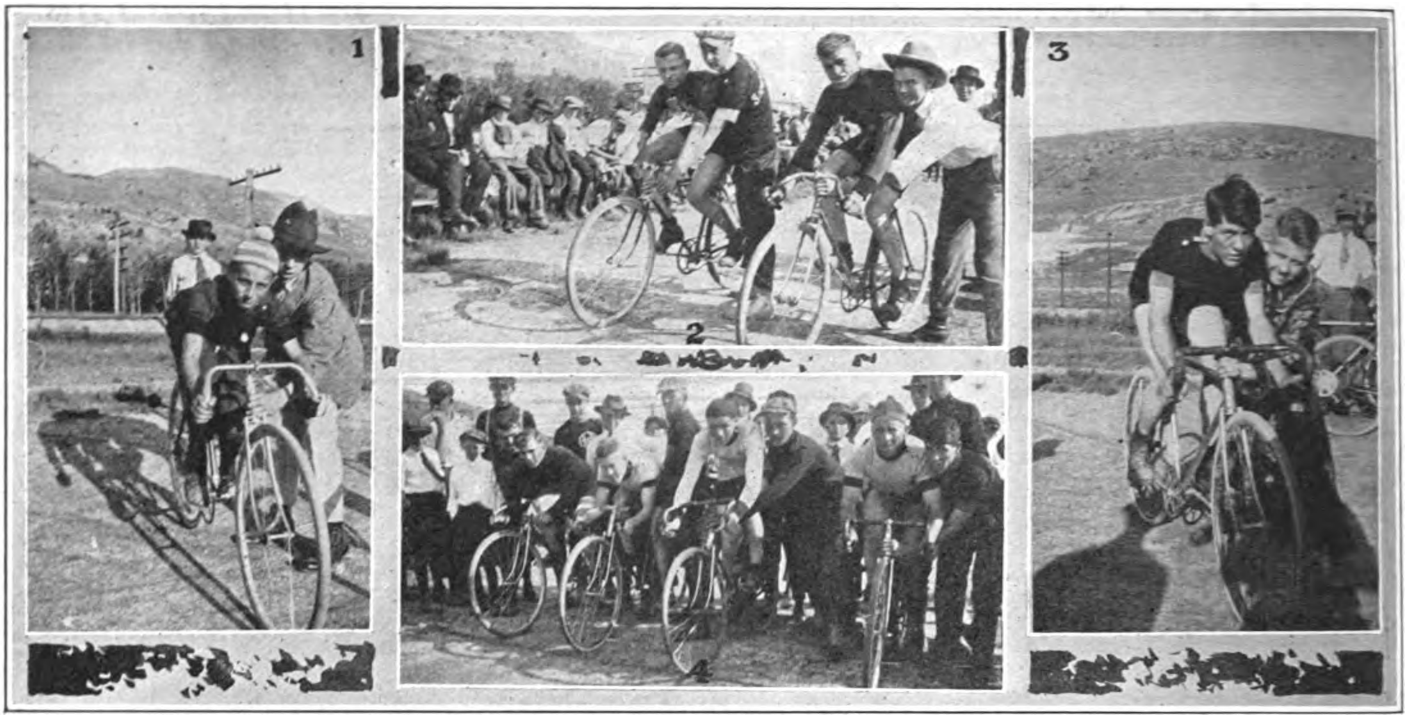
MANCHESTER, N. H., Aug. 21.—Among the events planned for Labor Day in this city are five road races, from one to five miles, to be conducted by Herman G. Laschkowsky. Fifty entries have been received.

A UNIQUE UNITED STATES TIRE DISPLAY



The Policy of the U. S. Rubber Co. Is to Make Its Window Displays Attractive. The Above Rural Scene Is an Example of the Company's Efforts

RACING SCENES SNAPPED AT SALT LAKE CITY, UTAH



Views of Racing at Beck's Track, Aug. 12. 1. Davey Auerbach, Who Won the Novice. 2. Start of Brassard Race Between Sherwin Falkenrath, the Winner (Left), and Willie Crebs. 3. Jimmy Walker, Winner of Two Mile Handicap. 4. Start of Team Race, Left to Right, Pfister, Thatcher, Alexander and Walker

SALT LAKE CITY, Utah, Aug. 18.—Willie Pfister and Gerald Thatcher won the two-third mile team match race at Beck's track last Sunday. The match, the feature of a card that drew out a good crowd, was a hard fought contest, and Ray Walker and Alexander, who were defeated, gave the winners a hard tussle.

Pfister won the first heat, but was disqualified for fouling Alexander. Thatcher finished first in the second heat, winning by a scant margin. Pfister won the third from Ray Walker. "Midget" Dave Auerbach, the smallest rider at the track, won the novice. Sherman Falkenrath won the Brassard from Willie Crebs, and Jim McDonald won the handicap at two miles. Summaries:

Two-third-mile team match race—Gerald Thatcher and Willie Pfister vs. Ray Walker and Alexander. Thatcher and Pfister won second and third heats, Walker and Alexander the first. Thatcher and Pfister disqualified in first heat for foul riding.

One-mile novice—Won by Dave Auerbach. Time, 3:15.

One-mile Brassard race—Won by Sherman Falkenrath; second, Willie Crebs. Time, 2:47.

Two-mile handicap—Won by James McDonald, 250 yards; second, Willie Crebs, 200 yards; third, A. Hargraves, 250 yards; fourth, Clarence Samuelson, 90 yards. Time, 5:25.

HOFFMAN, THE STAR

'Frisco Cyclist Wins Three Races at the Quaker City Cycling Meet

PHILADELPHIA, Pa., Aug. 19.—Harry Hoffman, the San Francisco amateur, was the big winner at the Quaker City Cycling Association's meet at the Point Breeze track yesterday afternoon. Hoffman won the one-mile open, the one-mile handicap from 30 yards and, with Fred Taylor as a team mate, the three-mile tandem race. The meet was fairly well attended and the racing was of high class. One enthusiast declared it to be the best meet held in the city in late years.

Maurice Price won the half-mile championship of the promoting organization, and the team of Staehle, Lang, Chapman and Byron won the Australian pursuit race after going 12 miles. Byron and Staehle punctured early and Lang and Chapman pluckily went after the remaining teams. Chapman doing the lone act after Lang was forced out just before the finish. Summaries:

One-mile novice—Won by C. Bartol, Trenton, N. J.; second, W. Sluyter, New York. Time, 2:35⅘.

Half-mile Quaker City Cycling Association championship—Won by Maurice Price; second, Wayne Wylie; third, Phil Kelly. Time, 1:12⅕.

One-mile open—Won by Harry Hoffman, San Francisco; second, Fred Taylor, Newark; third, John L. Staehle, Newark; fourth, George Chapman, Newark. Time, 2:07⅗.

One-mile motorcycle exhibition by William Vandeberry. Time, 42 seconds.

Two-mile motorcycle exhibition by William Vandeberry. Time, 1:26⅗.

One-mile handicap—Won by Harry Hoffman, San Francisco, 30 yards; second, Gus Lang, Newark, 40 yards; third, Fred Taylor, Newark, 10 yards; fourth, Chris Dotterweich, Newark. Time, 1:56⅘.

Three-mile tandem race—Won by Harry Hoffman and Fred Taylor; second, Gus Lang and Eric Paetz; third, C. A. Osteritter and Chris Dotterweich; fourth, George and Frank Harris. Time, 7:07.

Two-mile handicap—Won by Eugene Aichelin, New York; second, Maurice Price, Philadelphia; third, Phil Kelly, Philadelphia; fourth, Jake Smith, Philadelphia. Time, 4:08⅕.

Australian four-man team pursuit race—Won by John L. Staehle, Ed Byron, Gus Lang and George Chapman; second, Chris Dotterweich, Fred Taylor, C. A. Osteritter and Harry Hoffman; third, Eric Paetz, Eugene Aichelin, Sleyter and Pulaski. Time, 24:24⅘. Distance, 12 miles.

WALTHOUR IS INJURED

American Paced Rider Fractures Skull in Fall on Paris Cycle Track

CABLE advices received earlier in the week stated that Bobby Walthour, the American pace follower, had suffered a fractured skull in a paced race at a Paris track. The bursting of a tire was given as the cause of the accident and the Yankee's condition is said to be serious.

Walthour has been before the American public for over 20 years. In that time he has accounted for the American motor-paced championship on two occasions, the first in 1902 and the second the following year. Bobby won the paced title of the world at London in 1904 and repeated at Antwerp, Belgium, the next year. He has also won the New York six-day race and many classics throughout Germany, France, Belgium, Holland and other European countries. Walthour had only recently returned from a trip to Italy before the accident.

SIXTY ENTRIES ARE EXPECTED

SOUTH MANCHESTER, Conn., Aug. 20.—Between 50 and 60 entries have been received by M. J. Madden, of Madden Bros., for the 14-mile road race, which is to be held on Aug. 25. More are expected and every effort is being made to make it a huge success as this is the first time that a bicycle race will be held in this town in some years. Mr. Madden is being assisted by W. P. Farrell, of the J. W. Grady Co., of Worcester, Mass.

GERMAN CYCLIST FATALLY HURT

Jacob Esser, a German pace follower, died from injuries received in a paced race at the Dusseldorf, Germany, track last month. Esser fell when a tire gave way and he was so badly injured that he died shortly after. Esser with his brother competed in the Brussels six-day in 1914.

CARMAN IS INJURED

Former Paced Champion Suffers Injured Wrist in Golden Wheel Race at Revere

REVERE, Mass., Aug. 20.—Vincent Madonna, the Providence Italian, won the Golden Wheel, a 50-mile paced race, at the Revere Beach track, Wednesday, August 15. The race was witnessed by 7,000 people, the largest crowd of the season, and every minute of the race was filled with thrills. Victor Linart, the Belgian, finished second, and George Wiley, the American champion, third. Clarence Carman, the fourth man in the race, was injured at five miles, and forced to abandon the contest.

Madonna rode in brilliant style almost throughout the race, being in distress only at one stage when he had a hot sprint with Wiley. Madonna lost his pace and came near being caught by Linart, but he regained his pace and won by two laps over the Belgian and seven over Wiley. Ex-Governor Walsh presented Madonna with a bouquet and a gold medal after the Italian dismounted.

Carman Blows a Tire

Carman was injured when one of his tires gave way in the fifth mile. Carman slid along the track for 25 yards and Frank Jeehan, who was pacing Wiley in back of Carman, attempted to ride high to avoid hitting the fallen rider. Jeehan succeeded in avoiding Carman's body and head, but the rear wheel of his motor went over Carman's right wrist, badly injuring it. Wiley was forced to drop off his pace and lost two laps before he was picked up by Stein, who had been pacing Carman.

Lloyd Thomas, the San Francisco sprinter, finished second in a most unusual manner in the five-mile open. Thomas, who was leading 20 yards from the tape, had his chain snap and although he was beaten by Tim Sullivan in the stretch the Californian's momentum carried him across the line in second position. Summaries:

Quarter-mile handicap, amateur—Won by Walter McKenzie, Revere, 55 yards; second, John Carruthers, Beachmont, 75 yards; third, Humbert Notarntonier, Edmond, R. I., 70 yards. Time, 27⅕ seconds.

Miss-and-out, amateur—Won by John Fardig, Orient Heights; second, Marcel Berger, Newark; third, William Eager, Newark; fourth, Elmer Duncan, Everett. Time, 3:22⅘. Distance, 1⅝ miles.

Half-mile handicap, professional—Won by Ned Chandler, Boston, 80 yards; second, Pat Logan, South Boston, 65 yards; third, Tom Connolly, Everett, 60 yards; fourth, Fred McKenzie, Revere, 30 yards. Time, 54⅗ seconds.

Five-mile open, professional—Won by Tim Sullivan, New Haven; second, Lloyd Thomas, San Francisco; third, Pat Logan, South Boston; fourth, Tommy Grimm, Newark. Time, 11:26⅗.

Fifty-mile Golden Wheel motor-paced race, professional—Won by Vincent Madonna, Providence; second, Victor Linart, Belgium; third, George Wiley, Syracuse. Time, 1:07:44.

AICHELIN A WINNER

CELTIC PARK, L. I., Aug. 20.—Eugene Aichelin, unattached, won the two-mile scratch race at the 22d annual games of the Eccentric Firemen, Local Union No. 58, yesterday afternoon. Louis Watson, Salem-Crescent A. C., trailed Aichelin home about 150 yards back, while third place was captured by Henry Oliver, a member of the New England Wheelmen. The time was 5:29⅗. Anthony Attardi and Jerry Nunziata, two star riders of the Unione Sportiva Italiana, of New York, were eliminated from the race by falling on the wretched track.

OSHKOSH TO HAVE RACE

OSHKOSH, Wis., Aug. 18.—The Bicycle Dealers' Association, of this city, headed by Karl H. Oaks, will hold a ten-mile road race on Labor Day and thus far more than 25 entries are on the list. Prizes are being furnished by the U. C. T. D. The dealers, besides Mr. Oaks, are J. H. Pollack, Otto M. Seibold, Schrottky Brothers, G. R. Brundage and L. H. Schrottky.

BIRMINGHAM DEALERS ACTIVE

BIRMINGHAM, Ala., Aug. 18.—A series of bicycle races to be held on Labor Day is being arranged by the Birmingham Dealers' Association, and Arthur Mitchell, special representative of the N. C. A., will have charge of the affair. Prizes are to be donated by the United Cycle Trade Directorate and a big entry list is assured.

SMART LINE-UP OF TROPHY WINNERS

UNIONE SPORTIVA ITALIANA
410

Group of Racing Cyclists of the Unione Sportiva Italiana, New York's Popular Italian Organization, with Club Officials

On the Bell Lap

BY THE VET

Fred Taylor, one of the most likable amateurs racing at the Newark Velodrome, has been drafted in the National Army.

Oscar Egg seems to improve with age. The Swiss with the funny name recently shattered the unpaced kilometer mark.

Tony Bendi proved to be the best in the weekly race of the Acme Wheelmen last Sunday. Tony copped the five-mile from scratch in 12:48.

Manager Walter Rinck, of the United Cycle Trade Directorate, is busy these days in donating prizes to about 25 road and track races for Labor Day.

A bad track at Celtic Park, L. I., robbed Jerry Nunziata and Anthony Attardi of all chances to collect any prizes. Both fell in the rough going on the turns of the track.

Lloyd Thomas, the San Francisco cyclist, is again in good shape. Thomas, who had a slump in his form, came back and won two races at the Revere Beach track on Saturday.

What's in a name. George Wiley, the Syracuse cyclist, won the American championship, but the Point Breeze track press agent is tipping the world's championship will be run at that track. World's championship for Philadelphia.

There was some fine cutting of melons at the Newark Velodrome on Sunday. The six-day dividends as well as the pay for the regular Sunday meet was passed around. Dick Kelsey, the N. C. A. mogul, was as busy as a one-armed plumber collecting fines.

Donald McDougall has been fired again. Mac has been pacing at the Point Breeze track and on Saturday night he got there about 20 minutes before the race, his motor was in no shape to pace and the manager of the track ordered a five-gallon John D. for him immediately.

Jimmy Hunter, the old time bicycle rider and at the present time a pacemaker, is the real goods down at the Point Breeze track, Philadelphia. When a rider draws Hunter for a pacemaker he is generally good for a win. Manager Stetser, George Wiley's friend, gets ready to pay him the pay check for first.

"Happy" March and Eddie Lamson, two Y. M. C. A. trainers, who labor at the 57th street branch in New York City, were drafted last week. Neither was drafted for the National Army although both are eligible, but the modified Newark six-day race got Lamson and when Jack Neville Spears and McNamara's trainer, founded himself on green corn "Happy" was called in. He must be good because McNamara won a race.

SUCCESSFUL RACE A BOOST FOR CYCLING

Piper & Taft and Seattle Star to Stage Another Race on Labor Day; Interesting Seattle Trade Jottings

SEATTLE, Aug. 18.—The Piper & Taft *Seattle Star* Labor Day bicycle race, which was held for the first time last year with such a success that the demands of several hundred kids for another, resulted in the announcement of a similar race to be held this Labor Day. The course will be slightly longer this year which will prevent the rush of leaders arriving a few seconds apart as was the case in last year's race. It will take the boys out of the city limits over several miles of concrete and brick road free of traffic, and return over the Eastlake Avenue route, a total of 20 miles.

Bicycle for the Winner

Piper & Taft have donated a $42.50 Excelsior bicycle for first prize and the various tire companies have agreed to add to the prize list. The *Seattle Star* is devoting space to inform the boys of the event and the way they are flocking into Piper & Taft with entry blanks gives promise of two hundred starters at least.

Bicycle business has never been better in Seattle than it is at present. The car strike resulted in a sudden increase and many of the temporary bicyclists became permanent riders, all dealers having felt a steady demand.

Ellis & Austin, a newly formed partnership which handles Thor motorcycles, have sold over 100 Columbia and Crescent bicycles and expect to easily reach the 200 mark before the year is over. They head the list of motorcycle dealers.

Others follow; Mercer & Muncell, 40 to 50 Indians; Vernon, 40 Excelsiors; Hirsch Cycle Company, 25 Harley-Davidsons; Excelsior Motorcycle & Bicycle Company, 35 Worlds. Piper & Taft maintain a big wholesale and retail store in the heart of the business district, devote one entire display window to the bicycle and have sold several carloads.

TEN BREAK OLD MARK

Empire City Cyclists Shatter 18-Year Record in 100-Mile Ride

SHEEPSHEAD BAY, N. Y., Aug. 20.—Nineteen sturdy members of the Empire City Wheelmen participated in the club's 100-mile race at the Sheepshead Bay Speedway yesterday morning. In a previous attempt to stage a contest of this kind the field had covered 68 miles when they were ordered off by automobile testers. The start yesterday was made at 4:45 a. m. and the race was finished before any interference showed up.

Out of the large field of starters no less than ten shattered the old record for the distance. The old mark of 4 hours, 57 minutes and 24⅖ seconds was made by W. Torrence, of New York City, back in August of 1899. The winner of the race was Tom Kennedy, who covered the course in 4 hours, 33 minutes and 37 seconds. Patrick Kane and William Napier, finished second and third respectively, less than a second back. All riders who covered the course in less than five hours were given gold medals, and all finishing outside of that time were presented with silver medals. The finishers and times follow:

Pos.	Name.	Time.
1	Thomas Kennedy	4:33:37
2	Patrick Kane	4:33:37⅕
3	William Napier	4:33:37⅖
4	William Henky	4:33:37⅗
5	Peter W. Pesch	4:33:37⅘
6	Rudolf Rom	4:33:38⅗
7	Harry Aron	4:34:00⅕
8	Harry Garbade	4:42:45
9	Oscar Johnson	4:43:24
10	Peter Brock	4:46:29
11	Henry Kix	5:05:46
12	Theodore Hall	5:12:24

PIERCE NEWS IS INTERESTING

BUFFALO, N. Y., Aug. 20.—The latest issue of the *Pierce News*, the Pierce Cycle Co.'s house organ, has just come off the press. The front cover is a woodland scene with an enthusiastic Pierce rider in the foreground. An interesting article on care of a bicycle and a tip to buy bicycles before the high prices come in vogue, in addition to other bits of information, make it as interesting as its predecessors.

N. E. W. RACE PROMISING

Annual Event Promises Some Exciting Sport—Big Prize List Assured

NEW YORK, N. Y., Aug. 21.—The annual ten mile handicap road race of the New England Wheelmen over the famous Pelham Parkway in the Bronx, Sept. 9, already gives promise of being one of the most successful events ever held in the Metropolitan District. The Committee in charge of the race have over 65 prizes; the first and second place prizes will be the highest grade American wheels, together with 15 pairs of tires.

A very fine list of prizes have been obtained through the United Cycle Trade Directorate. There will be five valuable time prizes, the first two being something out of the ordinary. Entries have already been received from some of the best road riders in the East, and indications point to a record-breaking entry list.

Entry blanks may be secured from D. J. McIntyre, Chairman of the Race Committee, 3759 Barnes avenue, Bronx, New York City, and all entries for the race should be sent to McIntyre.

ACCIDENTS MAR RACES

Feature Events at Whitinsville, Mass., Meet Spoiled by Spills

WHITINSVILLE, Mass., Aug. 19.—Five hundred people witnessed the races at the Northbridge Driving Park yesterday afternoon, and the crowd was treated to fine racing, although the main events were marred by accidents. Four races were run during the day and the officials' end of the race was taken care of by Major Taylor, the old rider; William P. Farrel, of the J. W. Grady Co., and others prominent in the trade. Summaries:

One-mile open—Won by Joe Defresne; second, E. Lanois; third, John Flynn. Time, 2:40.

One-mile for boys 16 years of age—Won by Fred White; second, A. Belanger; third, A. Pichette. Time, 2:46.

One-mile handicap—Won by Joe Dufresne; second, A. Belanger; third, John Fisher. Time, 2:34.

Pursuit race—Won by John Flynn; second, Ed Lanois. Time, 19:30⅗. Distance, 7¼ miles.

Route List of The Speedsters

Sept. 3, Pensacola, Fla.—Cycle race meet under auspices of Pensacola Cycle Club.

Sept. 3, Redland, Cal.—Ten-mile handicap road race under auspices of San Bernardino Valley Bicycle Association.

Sept. 3, Oshkosh, Wis.—Ten-mile road race under auspices of local bicycle dealers.

Sept. 3, Mattoon, Ill.—Cycle race meet under auspices Mattoon Bicycle Club.

Sept. 3, Syracuse, N. Y.—Two five-mile races under auspices of Syracuse Bicycle Club.

Sept. 3, Manchester, N. H.—Five road races from one to five miles under auspices of Herman G. Laschkowsky.

Sept. 3, Toledo, O.—Fifteen-mile road race under auspices of Toledo Bicycle Club.

Sept. 3, Berwick, Pa.—Cycle race meet under auspices of Berwick Athletic Association.

Sept. 3-8, Spokane, Wash.—Relay cycle race in connection with Interstate fair.

Sept. 3, Birmingham, Ala.—Cycle race meet under auspices of Birmingham Bicycle Dealers' Association.

Sept. 3, Miami, Fla.—Cycle race meet under auspices of local bicycle dealers.

Sept. 9, Chicago, Ill.—Fall race meet of the Chicago Cycling Club.

A GENUINE TREAT FOR THE OLD TIMERS

Start of High Wheel Race at the Recent Patriotic Meet, Exhibition Track, Toronto, Can.

SWENSON'S PICNIC IS "BIGGEST EVER"

Providence Indian Dealer Draws 310 Enthusiasts to His New Camp on Lake Quidnick; Moving Pictures, Barbecue and Games Feature the Day

PROVIDENCE, R. I., Aug. 18.—The biggest motorcycle event of the year in this city—Swenson's annual pow-wow—has passed into history. The picnic provided by the Indian agent in this city was held, Sunday, Aug. 5, at "Swenson" camp, the Quidnick Lake wigwam.

There was not an accident to mar the day. Everybody had enough to eat, some won prizes, others enjoyed the ride.

Something never before attempted at a Swenson picnic was the "filming" of the affair for the movies. Many had a chance to look their prettiest, and some turned out to be pretty fair moving picture actresses. This feature was provided by the E. I. S. moving picture company. More than three hours were spent on the grounds by the outfit. Two directors, two operators, an actor and an actress, reel movie ones, were there but the Swenson party and a few friends played the leading roles.

Several hundred feet of film were exposed during the afternoon, scenes being laid about various forms of motorcycle activity, and it was said that this will form a part of a big feature industrial subject to be shown later throughout the country.

Exactly 116 machines with side cars, and 81 solo machines were counted, while the number registering was 310. Some machines came with as many as five persons in them.

Those who registered represented practically every town and city in Rhode Island, while the Blackstone Valley Motorcycle Club in Blackstone was represented by a large number. There were also represented the following cities from out the State: Springfield, Lowell, Lynn, New Bedford, Lawrence, Taunton, Fall River, Northampton, Boston, Worcester and Attleboro, Mass., New Britain, Taftville, Briston, Norwich, and Hartford, Conn. New York State was represented by M. E. Gale of Angola, N. Y.

Every manager of a motorcycle store flying the Swenson banner was in attendance while the Hendee Manufacturing Company was represented by H. E. Madden of the Engineering department.

Probably the motorcycle has never received such a test of durability as that given it on that day. Swenson's camp is located on the shores of a mountain lake two and one-half miles from a station known as Summit, R. I. This station is reached from all directions by macadam roads for the most part of the best. Then comes the big tug.

For two and a half miles the road to the camp is partly of the country type. And, it was over the latter part that the motorcycle was given its test. Deep with sand, filled with rocks and overhung with bushes, the road is the most difficult of passage of any ever attempted in the State.

The first contingent of the picnickers arrived at the camp shortly after 10 o'clock. From then on to as late as 3 o'clock they were appearing at the registration table to sign up and get the checks for the free eats. At this table Mr. Swenson was assisted by M. E. Gale of Angola, N. Y., and D. R. Hobart, of the publicity department of the Hendee Manufacturing Company.

Of course the big feature of the picnic was the barbecue. One approached the inner sanctum where everything was free, with hungry stomachs to find waiting for them roast beef, vegetables, bread, cake, coffee, ice cream and soft drinks. A big staff of professional caterers was on hand and they kept everybody's dishes filled. Nobody was allowed to go away from the table hungry.

Following the barbecue there was a series of games, the principal one being the spearing of bags suspended from a long line by blindfolded men and women. Every entrant, who succeeded in spearing one of the elusive bags received the prize contained therein. There were swimming races, running races and jumps.

One of the most interesting spectacles on the grounds was the tent of Mr. Gale. A complete camping outfit was laid out near the cottage owned by Mr. Swenson. This equipment is that Mr. Gale is using in an extended tour through the United States. When folded it is attached to one side of the motorcycle.

GALE STARTS "EVERY STATE" TRIP

Angola Enthusiast with Son Will Cover United States on Indian and Sidecar; Camping Out on Route

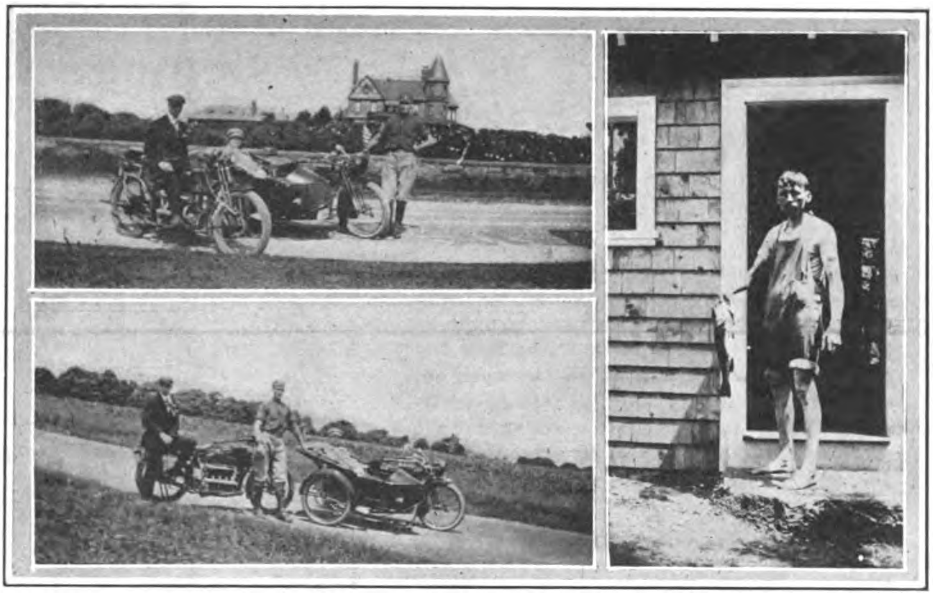
PROVIDENCE, R. I., Aug. 18.—M. E. Gale, of Angola, N. Y., well known throughout the country for the various stunts he has performed on the motorcycle in touring the country visited this city a few days ago. He pitched his tent in the woods on the Swenson reservation on the shores of Quidnick. He broke camp after a short stay to leave for Springfield, Mass., where he was to interview the officials of the Hendee Mfg. Co. regarding his proposed motorcycle trip to embrace every State in the United States.

Mr. Gale left Angola July 31 and has been in every State in the New England group since he left but Connecticut. On Saturday he had breakfast in Maine, dinner in Massachusetts and supper in Rhode Island.

He has equipped himself with a 1917 Indian with sidecar attached and has provided a full-fledged camping outfit. There is absolutely nothing missing in the equipment. As an illustration of how complete he has arranged it Mr. Gale showed his egg box in which were still two eggs, unbroken, which he placed in the tray when he left his New York home.

Mr. Gale stated that it was his intention to visit every State in the United States with the outfit. He expects to end his journey sometime during early Winter. His full plans will not be made known until after he visits the plant.

JUST IN FROM THE PROVIDENCE CAMERA MAN



The Two Photos at the left Show H. E. Andrews, Henderson Agent in Providence, R. I., and His Head Repair Man, Henry Hunter, Snapped in Attractive Surroundings on a Recent Jaunt Over the Ten-Mile Drive. The Picture at the Right Shows B. A. Swenson, Providence Indian Chieftain, in One of the Rare Moments When He Happened to Be Thinking About Something Besides Indian Motorcycles; the Snapshot Shows Swenson at His Summer Camp in Coventry, R. I., with a "Finny" Trophy Which He Has Just Yanked Out of the Lake

I am the Baseball Player—

"Let's go, boys!

"Take your wheels and we'll get to the field for a half-hour practice ahead of the other team.

"But for bicycles there's many a ball game the "fans" would miss if they had to spend all their spare nickels for carfare—besides, what live boy wants to lag along on a trolley when he can zip to the scene of action on his bike?

"New Departure coaster brakes let you glide along streets and down grades without the slightest effort, but when you *do* want to stop—Gee! it slows you up just as nice and smooth!—you feel sure there's no danger of a smash-up."

CONTRIBUTOR TO THE
1,000,000
MILLION BICYCLES CAMPAIGN

Every real boy prefers to ride a bicycle and to save his extra change for ball games and the movies. Show them also how they can easily earn more money running errands on their bicycles. Tell them how the New Departure coaster brake takes all the work out of cycling and makes it fun as well as profitable. How about some of our attractive folders "Miles of Joy for the Bicycle Boy," specially imprinted for your counter?

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

SEATTLE DEALERS HOLD THEIR PICNIC

Excelsior Distributor Gives Enjoyable Time to Motorcyclists from Seattle, Tacoma and Everett at Silver Lake

"Big X" Boosters from Far and Near Gathered for This Outing at Silver Lake and It Was a Big Day—Take It from All Who Were Present

SEATTLE, Aug. 6.—The third picnic given by the Seattle dealers was held Sunday at Silver Lake, when the Excelsior Motorcycle & Bicycle Company gave their annual outing to the Excelsior riders of Seattle, Tacoma and Everett. Not only were Excelsior riders invited, but all their friends regardless of make of machine ridden.

Seattle sent about sixty riders, Tacoma twenty-five and Everett a dozen. Many of the Everett riders, including all the dealers, were on the Everett endurance run and all the picnic they received was a glimpse as they shot by on their return.

Silver Lake is about twenty-five miles from Seattle, 67 from Tacoma and seven from Everett, with pavement all the way. The Seattle crowd arrived at 11 o'clock in charge of Bud Armstrong and Louis Von Waşmer, Seattle Excelsior dealers, and found the Everett crowd there in charge of Mrs. .Price, wife of the Everett dealer who was hanging up his perfect score on the endurance run. The Tacoma delegation arrived at the picnic grounds about 1 o'clock.

The hosts furnished two truckloads of "eats," including all the fruit and ice cream that could be eaten. After lunch everybody either went swimming in the lake or attended the dance in the open pavilion in a fir grove. From three to four the crowd became railbirds and watched the endurance run boys shoot by. Another lunch was served in the evening, after which everybody danced until a late hour. The trip home was made by moonlight.

BEST PHOTO BY SULK

Tucson Man Captures First Award in Harley-Davidson Picture Contest

MILWAUKEE, Wis.—H. F. Sulk, 310 E. 17th St., Tucson, Ariz., is the winner of first prize in the photographic contest conducted by the Harley-Davidson Motor Company. Second prize went to K. C. Doak, Burlington, Iowa, and third, Kline Bros. Motorcycle Co., 517 W. Broadway, Louisville, Ky.

The judges in the contest were T. J. Sullivan, *Motorcycling & Bicycling*; J. H. Donehue, MOTORCYCLE AND BICYCLE ILLUSTRATED, and Hugh Sharp of the Harley-Davidson advertising department.

BUSY ON LIGHT LAW

California Motorcyclists Kept Busy Conforming to New Law Governing Lights

LOS ANGELES, Cal., Aug. 11.—Adjustment of lights to conform with the new California State Law has kept someone busy all day at several of the motorcycle stores for several days past. In the Harley-Davidson agency, A. F. Van Order has fixed up an arrangement so that the lights are thrown down the length of the store to a mark on the fire door. A machine stands in the main door and if the beams focus below this mark, the rider can depend upon being within the law when he is riding at night.

The new law will be vigorously enforced against automobiles as well as motorcycles and as soon as a reasonable period has been given for the adjustment of lights, the nuisance and risk of getting the other fellow's glare in the eyes will be stopped. But at the same time no less an authority than Paul J. C. Derkum points out that trouble will still be experienced on account of the inability of heavy automobiles to keep their lights down on crowned highways.

A heavy machine like a Packard, for example drags its rear end down on the side of the crown so that it throws the light up slightly, so that a machine that fully complies with the law on a flat road will be found in violation when going at a fairly good speed on a crowned highway such as several of the most important California boulevards. Crowning is practically unnecessary in this region as the water does not soak in and freeze in winter.

ANDERSON ENJOYS NEW MACHINE

LOS ANGELES, Cal., Aug. 20.—A. M. Anderson of Los Angeles is riding a new Harley-Davidson motorcycle which he expects to take with him to South Africa. It was purchased a few days ago and is one of six which the Harley-Davidson agency sold in advance of receipt of the carload in which it came.

SELLS TO RAILROAD

Pacific Motor Supply Places Three Indians After Trial

SAN FRANCISCO, Cal.—Several months ago the Southern Pacific Railroad Company purchased from Pacific Motor Supply Company, California distributors for the Indian Motocycle, a sample machine which they tried out in their service and after a thorough practical test, found it so satisfactory that they have recently placed their order for two more Model N. E. 1917, electrically equipped machines, complete with the delivery van, to be used in the Bay Shore Department of their frieght sheds. It is anticipated that they will order a large number of the Indian machines in the future.

Mr. A. Freed, president of the Pacific Motor Supply Co., advises that he has recently closed a contract with the Cycle Motor Corporation to distribute through the entire states of California and Nevada, the Cycle Motor attachment which can be equipped to any bicycle, and also the new Evans Powercycle, which is put out by the same people. He has samples of the cycle motor at both stores, San Francisco and Los Angeles, and expects within a few days to have samples of the new Evans Powercycle.

WANT A CHECK ON THIEVES

DENVER, Colo., Aug. 17.—Application has been made to Secretary of State Noland for permission to request all applicants for visitors' licenses or permits to show bills of sale for the motorcycle or other motor vehicle they purport to own. As the law now stands, a person may go to the Secretary of State's office and ask for a four-day driving permit, and no effort is made to identify the applicant as the owner of the motor vehicle which he claims to own. It is pointed out that a motorcycle thief might easily obtain a visitor's license for a machine he has stolen and drive it away.

DEALER HAS GREAT IDEA

MILWAUKEE, Wis., Aug. 20.—Harry Warde of the North Side Cycle Shop, gets all his Smith Motor Wheel riders together one night a week for a ride around the city, or else for a profitable talk in the shop about Smith Motor Wheel service. Splendid ideas. His riders all know their mounts and never have trouble.

ATTLEBORO BOYS PATRIOTIC

ATTLEBORO, . Mass., Aug. 7.—Secretary E. W. Willson, of the Attleboro M. C., informs Secretary-Treasurer Gibson, of the F. A. M., that the Attleboro club is losing more members than it is taking in at the present time because of enlistments and the draft. The club is out for every motorcyclist in the vicinity.

MORE SPACE FOR CLYMER

GREELEY, Col.—Floyd Clymer, well known motorcycle agent and general booster, has moved his headquarters to 1012 Eighth avenue, where he has one of the finest motorcycle places in the State. "Steadily increasing business made it necessary to have more room," explains Clymer.

SCHNEE MAKES PLEA FOR STRONGER F. A. M.

Legal Action Chairman in First Annual Report Asserts That Reorganization Is Imperative and That Incorporation of the Body Should Be Considered at Once

AKRON, O.—Although much of the time so far devoted to F. A. M. interests by Chairman C. F. Schnee, of the Federation Legal Action Committee, has been given up to consultations with President Falor and other officials of the body, and to the working out of a policy for the future, the Legal Action office has already become a busy place. Chairman Schnee's first annual report indicates that he has given serious thought to the general rejuvenation of the F. A. M., as well as to the matters coming strictly within the legal action scope. The report follows:

"Your Chairman of the Legal Action Committee, on account of internal conditions of the F. A. M., was unable to give proper time to look after legislation regarding the motorcycle rider. Nearly all of the time spent by your Chairman of the Legal Action Committee was taken up by various consultations with you and with the various officers of the F. A. M. On account of the numerous complications, entanglements and delicate situations, which arose in the internal working of the F. A. M., during the past year, due to the condition in which affairs were left by some of the former officers of the F. A. M., your office required almost constant attention, in fact, every step taken by your office, during the last year, was done under advice from your Chairman of the Legal Action Committee.

Advised Cutting of Salaries

"Immediately upon appointment, your Chairman of the Legal Action Committee was required to make a careful survey of each office in your organization and point out to you, if possible, a way in which the F. A. M. could be handled to a better advantage. Your Chairman immediately discovered that the overhead expense of the F. A. M. was too high, and accordingly your chairman advised concentration of offices and the cutting of salaries. Accordingly, the salary of the Chairman of the Competition Committee was wholly cut off and the new Chairman of the Competition Committee was put upon a commission basis.

"Your Chairman had numerous consultations with the representatives of the Motorcycle Manufacturers, the trade papers and the Motorcycle and Allied Trades Association, with reference to cutting down the overhead of the F. A. M. and its reorganization.

"As soon as negotiations were taken up by your Chairman with the several referees, numerous delicate questions arose as to the liability of the F. A. M. for prize moneys and medal moneys deposited by promoters and newspapers in the hands of the former Chairman of the Competition Committee for the contestants in the several races to be conducted, and it was not until a thorough investigation of the minutes of the various proceedings of the Board of Directors and the National Assemblies of the F. A. M. that your Chairman could determine whether or not the F. A. M. was liable.

"Your Chairman took actual charge of making all compromises and settlements with the several claimants of moneys due from the F. A. M. and conducted much correspondence with several firms of attorneys throughout the United States, with reference thereto.

"Your Chairman has given very careful thought, during the past year, to the matter of reorganization of the F. A. M. In the opinion of your Chairman, the only way the F. A. M. can succeed is to be reorganized and put on a sound financial basis, have all the executive offices concentrated at one place, the by-laws and constitution simple to understand, yet complete, and running expenses reduced to a minimum.

"From an examination of the constitution and by-laws and minutes of the several National Assemblies, procured from our Secretary and Treasurer, your Chairman is unable to say that any one of said meetings was legally constituted. In the opinion of your Chairman, this was no fault of the officers, but merely of the organization as a whole. Shortly after being appointed, your Chairman conferred with several of the former officers, and found out that the by-laws and constitution were never followed.

"In view of the facts above stated, it behooves the officers of the F. A. M. to see to it that the F. A. M. is properly reorganized and put upon a sound financial basis. This could be done by organizing a non-resident corporation, not for profit, under the laws of any of three states at a very small expense."

FALOR WRITES OF F. A. M. WORK AND AIMS

Tells Iowa Dealer How Organization Labors to Protect Interests of Motorcyclists; Saved $66,000 for Riders of One State

AKRON, O.—President Shelby A. Falor, of the F. A. M., received a letter a few days ago from R. P. Neiers, a dealer of Cascade, La., asking for information concerning the Federation, the advantages it offers to dealers and other riders and the cost of membership, and believing that the same questions may be puzzling scores of potential boosters throughout the country, President Falor replied with the following comprehensive letter, which he has since released for publication:

"Thank you for your yetter of the 9th. I am very glad indeed to have the opportunity to explain to you the functions of the F. A. M. and what it is doing for the motorcycle dealer and rider.

"The Federation of American Motorcyclists is a national organization composed of motorcycle clubs with F. A. M. charters, whose members are made up of motorcycle riders, dealers, manufacturers and others interested in the motorcycle.

Object Is to Promote Interest

"The sole purpose and object of the F. A. M. is to promote and protect the interests of the motorcycle industry in every way possible. In other words, it is trying to aid and protect motorcycle dealers, riders and manufacturers to their own best individual and general benefit; and it is the only National organization that is doing that. Here are the National problems upon which it works.

"It fights unjust legislation against the motorcycle. It co-operates with Good Roads Associations to aid toward the improvement of roads. It insists upon clean and safe motorcycle contests. Motorcycle contests sanctioned by the F. A. M. have competent referees, are made safe for both spectators and riders, are free from unsportsmanlike tactics of any sort and are fair and clean. In this way only can a favorable public opinion be maintained toward these speed contests.

"The F. A. M. fights unjust newspaper comments upon motorcycle riders and motorcycling in general. It is continually in touch with the various Government departments to push the use of the motorcycle in all Government work possible. Through its efforts along this line, much has been done to further the use of the motorcycle by the Government.

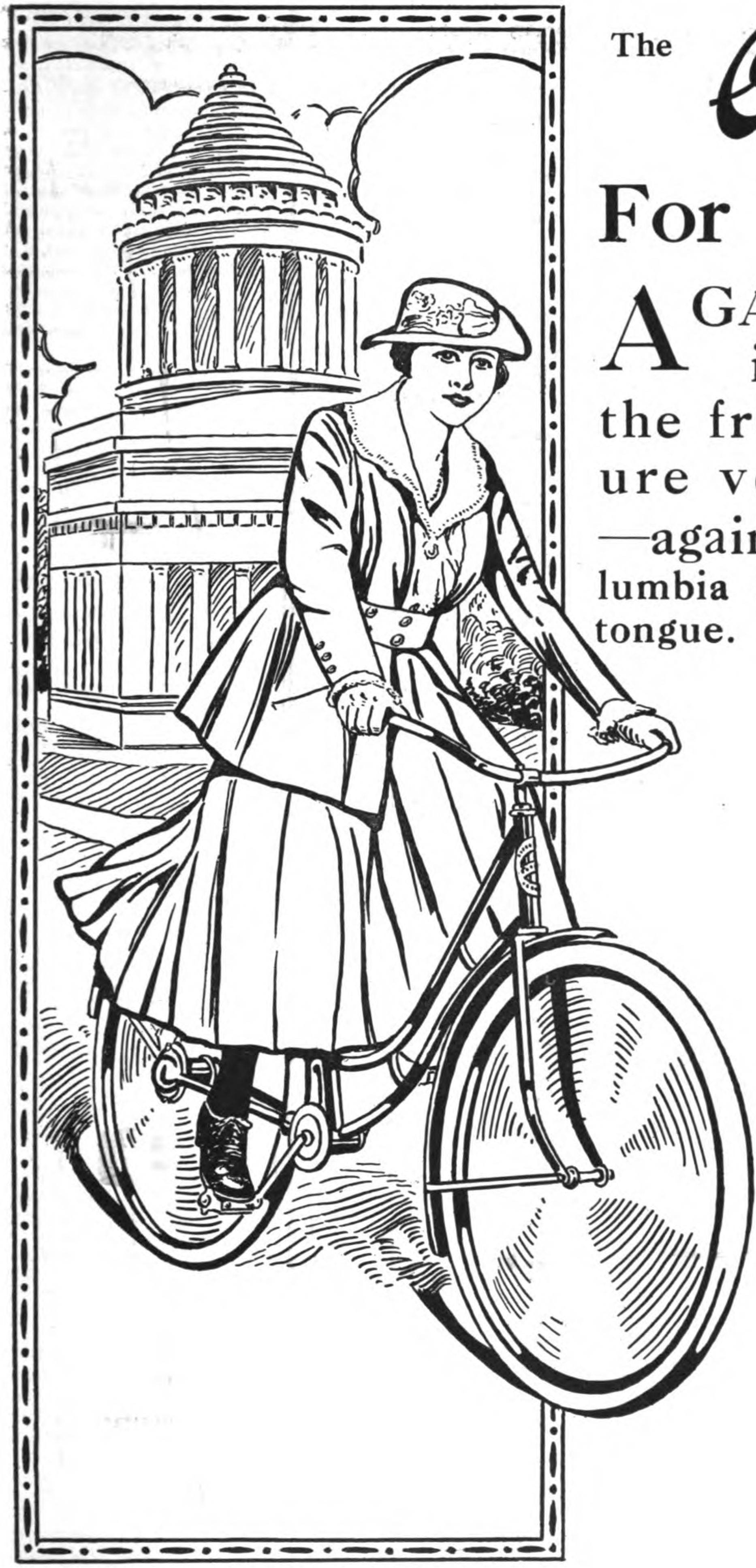
Had Proposed Tax Reduced

"Let me give you just one concrete example of what these problems involve and what they mean to the dealers and riders. Take the problem of watching unjust legislation. Some time ago a bill was presented before the State Legislature of one of the largest motorcycle States, calling for a motorcycle license of $5 a year. There was no particular objection to the bill or the fee, and the bill was practically sure to pass. The F. A. M. immediately hurried men to the State capitol who proved to the committee holding the bill that the $5 fee was exorbitant and unjust. It was then cut down to $2, passed and has not been raised since. There are 22,000 motorcycles in that State, and through the efforts of the F. A. M. of that one bill alone, the motorcyclists of that State have been saved $66,000 a year.

"Many such instances of the F. A. M. benefit could be given you, but I think this will give you an idea of what the F. A. M. is doing and how it works.

"We have asked Mr. G. B. Gibson, secretary-treasurer of the F. A. M., to send you application blanks, etc., and you will then remit direct to him.

"Let me again thank you for your interest. You particularly as a dealer, are virtually interested in the F. A. M. for it is pushing your business. A prosperous and successful F. A. M. means more prosperous and successful motorcycle dealers."



The Columbia

For Pleasure

AGAIN the bicycle is forging to the front as a pleasure vehicle.

—again the name Columbia is on every rider's tongue.

For the pleasure rider demands superiority—in material, in construction and in finish.

And he is loyal to the bicycle that has for forty years maintained its position as Standard of the World.

Westfield Manufacturing Company
Department 11
Westfield, Massachusetts
Makers of the Pope Motorcycle

CRIPPLED SOLDIERS FETED

Ladies of Toronto Lodge Give Outing to Injured Soldiers of Canada

TORONTO, Ontario.—The ladies of Viola and Mystic Mink Lodges of the Independent Order of Odd Fellows recently gave the amputation cases at the Davisville and College Street Military Hospitals an outing to Mercer's Farm, near Islington, Ontario, by automobile. Some one hundred legless or armless soldiers were the guests of the occasion.

The feature of the affair, was the presentation of five Smith Flyers to the two hospitals for the use of disabled men. The money with which the Flyers were purchased was raised by popular subscription. Some twenty Smith Flyers are now being used by returned war veterans in and around Toronto.

CANADA TOURS INCREASE

Dominion Immigration Authorities Report Increase in American Tourists

OTTAWA, Ontario.—According to reports received from Canadian border points by the Immigration Department, there has been a jump in the number of motorcycle tourists entering Canada during the past two or three weeks. Early in the season scarcely a motorcycle rider rode into the Dominion anywhere, because of passport difficulties although customs and license fee barriers were negligible.

With a country-wide announcement by the Immigration Department, however, that visitors from the United States would be courteously received and would not be hindered in any way unless they proved to be enemy aliens, international touring came back with a vengeance.

CANADA'S A. C. VISITORS

TORONTO, Ontario.—The Canucks who participated in the big doings at Atlantic City were J. W. Gibson, general manager of the Canada Cycle & Motor Company, Limited; A. E. Bregent and Fred. St. Onge of Montreal; G. M. MacWilliam, general sales manager of Hyslop Bros., Limited, Toronto, and Ed. Buffman, Canadian manager of the Hendee Mfg. Co.

GOODYEAR PLANT IN OPERATION

NEW TORONTO, Ontario.—Actual operations, in the manufacture of tires and cycle accesories, have been started at the new million dollar plant of the Goodyear Tire and Rubber Company, Limited, here.

SAVES THIS READER MONEY

***The Editor:* — Through reading MOTORCYCLE & BICYCLE ILLUSTRATED I have already saved more than the subscription price in buying new parts, making repairs, etc., on my machine. The pointers I have received have been of great value to me.**

ANDREW C. GAULT.

Charlotte, Ia.

TRADE FOLKS GET HOME

Five Canadian Atlantic City Visitors Are Enthusiastic About the Big Convention

TORONTO, Ontario.—The five Canadians who attended the cycle trade convention at Atlantic City are more than delighted with the decision which was reached to hold a cycle show in Chicago next February. A considerable number of Canadian bicycle men were disappointed when the motorcycle interests called off their Chicago and New York shows, but now they have something in the show line in prospect after all.

Several Toronto dealers expressed their opinion in no uncertain manner regarding the policy adopted with respect to the scheduled expositions in the two American cities. They count on these events as the time and place to make arrangements for the coming season and to gain new ideas of salesmanship, etc. They also believe that the shows create much enthusiasm throughout the trade. In this case, too, they figured that the manufacturers were not showing a good example to the trade in general.

HALL VISITS TORONTO FRIENDS

TORONTO, Ontario.—A welcome visitor in Toronto for the two days of August 15 and 16 was J. A. Hall, formerly of Brooklyn, N. Y., and now editor of a Chicago trade paper. Mr. Hall was formerly the New York State Commissioner for the Federation of American Motorcyclists and he took a prominent part in F. A. M. affairs for a number of years.

THE MORROW COASTER BRAKE

represents twenty years of the most painstaking experimenting and testing ever applied to a cycle part. It is perfect in every detail—superior to all other like articles. We allow our name to stand behind it because we are absolutely certain that it will give satisfaction in every sense the term implies.

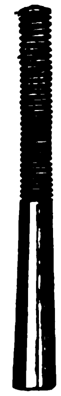
"IT HAS MADE ITS WAY BY THE WAY IT'S MADE

YOU ARE SAFE WITH A MORROW

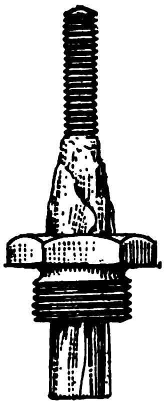
LARGEST BRAKING SURFACE
SPRING STEEL EXPANDING SLEEVE
BRONZE OUTER LINING
LARGE HUB SHELL

Send for Our Literature

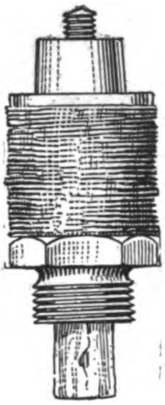
ECLIPSE MACHINE COMPANY, INC.
ELMIRA, N. Y.
Licensed Coaster Brake Manufacturers



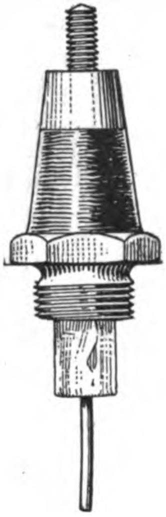
The bore spindle center shaft.



The shaft wound with India mica by hand, showing bushing forced on.



Loose mica washers—before being compressed and turned down and shaped.



The completed center core—ready for final assembly. Each operation is carefully inspected.

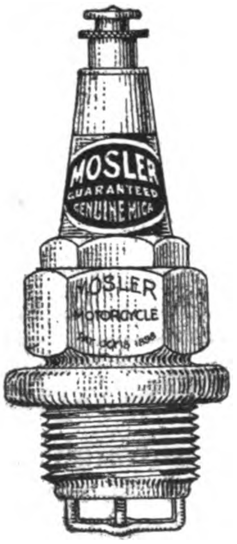
The Mica Core

Mosler Vesuvius Motorcycle Plug

"The inside construction of the Vesuvius Mica Plug" is shown you. Around the center spindle fan shaped sheets of East India mica are wound laterally by hand—and the bushing forced down—this core is covered with mica washers—which are then compressed by machine and lathe turned, shaping and forming the core. The center electrode is then inserted, and you have the completed center core ready for assembly.

Such a process means an absolute quality core capable of standing any strain—and oil, water and moisture proof.

MOSLER
VESUVIUS
PLUG



Dealers:—This plug is made right—it is priced right—it will make satisfied customers.
Why not send us a sample order?

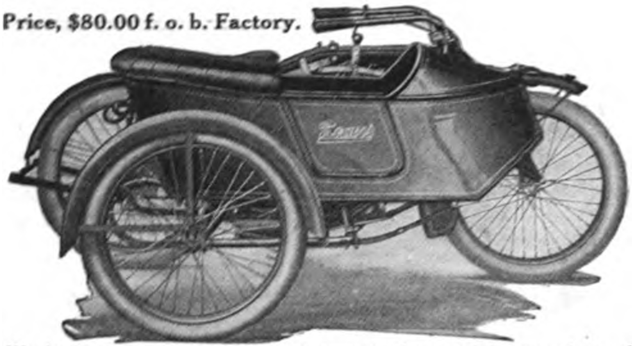
Sizes: Metric
⅞" A. L. A. M.
½" Standard

Price $1.00 each

"The Indestructible Plug"

Guaranteed to outlast the Motor

A. R. Mosler & Co. New York, U. S. A.



Price, $80.00 f. o. b. Factory.

Rogers Sidecar Supremacy

is built on the bedrock foundation of the following important details in which we invite critical and discriminating comparison with all other sidecars on the market.

WEIGHT—Up to 40 pounds lighter than all other sidecars of similar design and equipment.

STABILITY—ROGERS all steel, autogenously welded construction gives maximum strength at minimum weight.

RIGIDITY—The ROGERS all steel body is the lightest and at the same time the strongest sidecar body ever built and cannot be dented or warped except in violent accidents severe enough to wreck anything on wheels.

ATTACHMENT—The ROGERS No-Strain ball joint connections allow attachment or removal of a ROGERS sidecar, by one person only, in one-quarter or less the time required in any other sidecar.

COMFORT—ROGERS three-leaf Vanadium steel springs and body design insure comfort attained in no other sidecar.

SOCIABILITY—The side by side position of the ROGERS Model M puts your passenger in sight as well as in comfortable speaking distance.

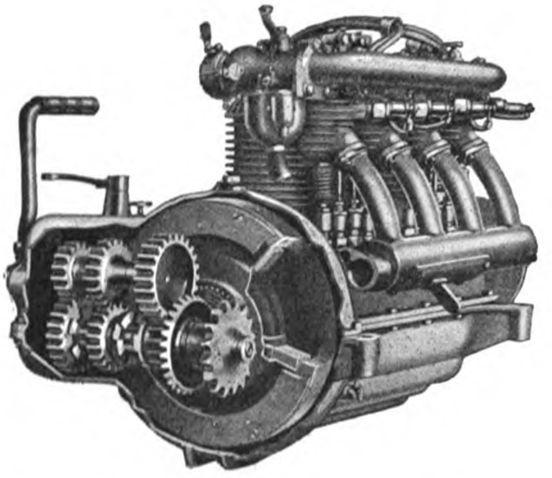
We invite your proof of these statements by careful comparison, then base your selection of a sidecar on the result.

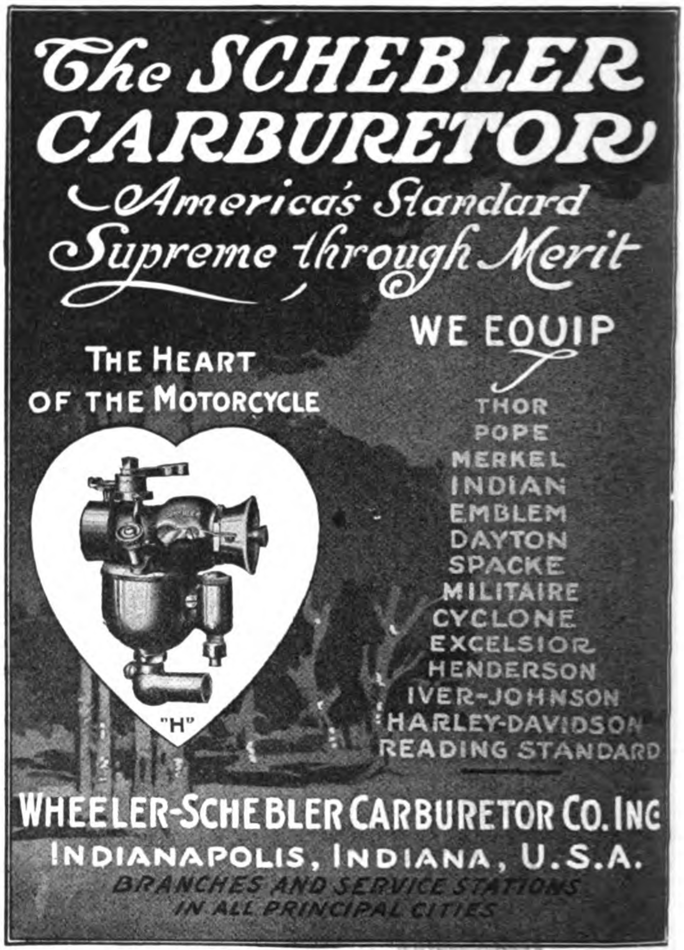
ROGERS MANUFACTURING CO.

337 West Madison St. Irving Beck (Service Station), 66-72 E. 131st Street, New York City, N. Y. CHICAGO

The Henderson's remarkable road records are the result of the kind of practical ability that is naturally to be expected of perfected four-cylinder power.

Henderson Motorcycle Co., Detroit





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America's Standard

Supreme through Merit

THE HEART OF THE MOTORCYCLE

"H"

WE EQUIP

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BRANCHES AND SERVICE STATIONS
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MOTORCYCLE AND BICYCLE ILLUSTRATED 450 FOURTH AVE. NEW YORK

MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation

450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department

H. A. Williams, Adv. Mgr.

H. P. Fox G. H. Johanson

Editorial Department

J. H. Donehue, Editor

Walter A. Bardgett Howard A. Florus

Subscription, Per Annum (Postage Paid)..................$2.00
Foreign and Canadian Subscriptions...................... 3.00
Single Copies (Postage Paid)..........................10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

To Correspondents

Military motorcycle developments are in the air all over the country, and it is part of your job to keep us fully informed of them. Watch the military motorcycle news of your city and state closely and keep the bulletins coming along—while they're hot.

THE EDITOR.

Advertisers' Index on Page 22

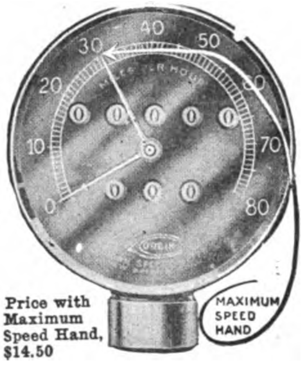
It Keeps Cool and Tells the Truth

and continues to tell the truth without any interruption whatsoever. Heat, cold, electrical influences, bad roads and rigorous service can in no degree affect the accuracy of the

CORBIN-BROWN SPEEDOMETER

Its centrifugal principle absolutely assures a reliable record and its simple, strong friction mechanism satisfactory, durable service.

Furthermore the Maximum Speed Hand attachment makes the Corbin-Brown more convenient than any other speedometer on the market. This device consists of an extra hand in red which always points to the highest speed attained and remains at that point until reset. Thus is the driver enabled to keep his eyes on the road.



Price with Maximum Speed Hand, $14.50

Equip the Corbin-Brown. It is best equipped to fill your requirements.

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Branches:
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Makers of Corbin Duplex Coaster Brakes for Bicycles.

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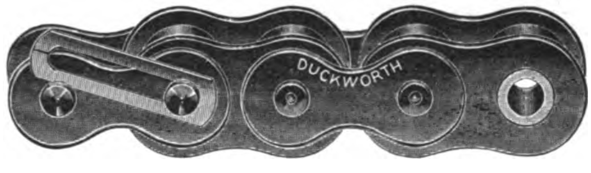

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COMMERCIAL—SIDECAR RACING—

No. 75—¼" wide, ⅝" pitch
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BREAKING STRAIN OVER 6000 POUNDS

TRY ONE

Duckworth Chain & Mfg. Co.
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Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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Sidecars and parts in stock for all machines
Special attention to dealers.

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Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experience.

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533 W. 110th St., New York
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In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

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NOTE: Only 20 minutes from Broadway, N. Y.

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Write for catalog and our easy payment plan
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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make. INDIAN A SPECIALTY. PRICES RIGHT Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 496J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given. Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
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READING STANDARD MOTORCYCLES

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1078 BEDFORD AVENUE, BROOKLYN

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SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn *SERVICE STATION:* 204 Clifton Place, Brooklyn.
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ONE INSERTION
THREE CENTS A
WORD; MINIMUM
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Classified Advertisements

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TWO CENTS A
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FOR SALE

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—A first-class motorcycle and bicycle business. A six years' established business. Can prove to be a paying business. Have agency for leading machine. Have good reasons for selling. Will sell for cash or part down. For particulars write P. F., care Motorcycle and Bicycle Illustrated.

FOR SALE—Closing out stock. Corbin-Brown speedometers, rear drive for Indian and Excelsior, $7.50. Stewart rear drive for Harley-Davidson, $7.00. Combination tank and headlight bracket for Excelsior, regular $2.50, $1.10. 28 x 2¼ United States studded first quality, $5.25. Satisfaction guaranteed or money refunded. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—1915 four-cylinder, single-speed Henderson. New handlebars, tires and new headlight. Just re-enameled. Bargain, $125. Will ship subject to inspection. $10.00 deposit, balance C. O. D. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

REAL BARGAINS—My twin Indian and sidecar, also splendid single Harley, all for $135. New Single Indian, $68. All fine. Howell, 217 Chestnut St., Evansville, Ind.

SACRIFICE SALE of all our used motorcycles. 1912 Indian $50. 1913 Indian $60. 1916 Indian and sidecar, electric equipped, $210. 1914 Harley two-speed with equipment $100. 1915 three-speed electric equipped Harley $150. 1914 Thor, just overhauled and equipped, $75. 1913 Excelsior with lights $65. 1914 Excelsior, short-coupled, $60. 1915 single speed electric equipped Excelsior $125. 1915 electric equipped Excelsior with sidecar, overhauled and enameled, $180. 1916 Excelsior with lights and sidecar $215. 1916 Big valve Excelsior, re-enameled, looks like new, equipped, $150. 1917 Henderson and sidecar, gas equipped, $285. 1914 Flanders, just overhauled, $45. 1913 Dayton, just overhauled, $65. 1914 Thor, overhauled and enameled, everything new, cost over $75 to put in shape, yours with equipment $85. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

USED EXCELSIOR PARTS—We are wrecking a number of Excelsior motorcycles and will have all parts up to the 1915 model for sale at 50% from present list prices, and will have parts for 1915 and later at 40% from list. All parts O. K. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—1916 Smith Motor Wheel (will be shipped from factory, now being overhauled), $35. One nearly new, latest 1917 Smith Motor Wheel, $45. Will exchange these into a latest 1917 model Indian NEW motorcycle, one that has never been used. Will pay difference in cash. Dealers write me. W. D. Hurst, Smith Motor Wheel Agent, Middleboro, Kentucky.

FOR SALE—Motorcycle and Bicycle business, 10 years established, within 50 miles of Boston. Harley-Davidson and Cleveland agency. 100 motorcycles and 85 bicycles. Best equipped repair shop in New England. Good paying business. Good reason for selling. Will sell part on time. S. H., care of Motor Cycle Illustrated.

MISCELLANEOUS

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota.

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

HELP WANTED

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.

Side Car Equipment
is not complete without
SAFETY SHOCK ABSORBERS
Per Pair $1.00
B.R.T. LUGGAGE CARRIER
Price $2.75
At Your Dealers.
STEVENS
375 B'dway, N. Y

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SUCCESSFUL FOR NINE YEARS. INDIAN RUBY MICA INSURES SERVICE. LOOK FOR THE AIM BEHIND THE NAME.
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Diamond Chains
FOR
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Diamond No. 149 is an unexcelled motorcycle chain for every motorcycle service.
Every part is accurate, the wearing parts are heat treated by the same scientific process as those of our heavy truck chains, the rollers DO NOT BREAK.
Put DIAMOND to the test on your machine.
You'll be a DIAMOND booster ever after.
Diamond Chain & Mfg. Company
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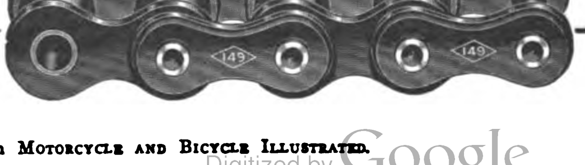

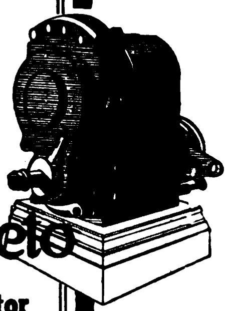

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Just ask for it on your next motor

Ericsson Manufacturing Co.

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They Stand the Strain

FIRESTONE extra thickness and toughness give you tire quality that stands up. Your dealer can supply you.

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Tested in all types of motors, the Benton solves the spark plug problem. The wound mica insulator withstands the heat that kills most plugs.

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The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

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H R RENOLD MOTORCYCLE CHAINS

7100 ¾" Pitch 5/16" Wide
7143 ⅝" Pitch ¼" Wide
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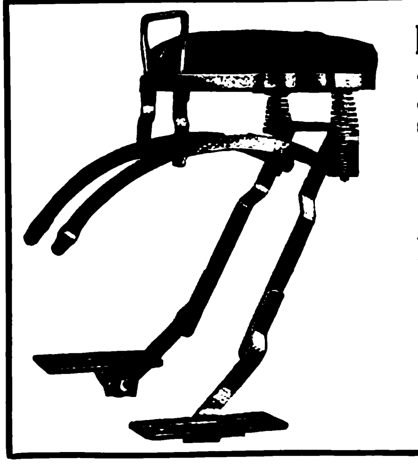
For over a quarter of a century the makers of Renold Chains have been putting 100 per cent. material, labor and brains into their product and for the same length of time the users have been getting 100 per cent. satisfaction.

Peter A. Frasse & Co., Inc., 419 Canal St., N. Y.

Wherever Ball Bearings are used you will find STAR Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.



Did You Ever Notice?

That years of service do not create the slightest play in the

F-N TANDEM

It remains firmly where it is first attached.

Price, $12.00 each

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EXCELSIOR WINS

¶ Over soft, slow-going stretches of sand; over tortuously steep, uneven, rocky mountain trails; over six hundred and four hard-fought miles on every kind of road the EXCELSIOR, driven by Ray Smith in the Seattle Endurance Run, finished with a *Perfect Score*—one of the *only two* machines out of the 23 starters to finish with this distinction.

¶ Think of driving over six hundred and four miles of such roads, roads that put to the supreme test the Stability, Strength and Stamina of both the Machine and the Rider; think of completing this trip without making a single adjustment on any part of the machine.

¶ Nothing but the mechanical exactness of perfection that typifies the "Good Old X" could make such performance possible.

The EXCELSIOR is the Master Motorcycle

Excelsior Motor Mfg. & Supply Co.
3703 Cortland Street Chicago, Ill.

BLUE

GOOD YEAR BLUE STREAK

These Tires *Protect* Profits

THERE is only one wholesale price for Goodyear Blue Streak Bicycle Tires.

In consequence your profits are protected against the price-cutting of competitors who buy in quantities.

As additional protection there is the Goodyear one-tire policy, enabling you to reduce unprofitably large inventories now devouring the profits of many dealers.

For this one tire—the only bicycle tire made by Goodyear—is successfully designed to appeal to the most worth-while and greatest class of customers.

GOOD YEAR
AKRON

STREAKS

TRADE MARK REG. U. S. PAT. OFF

Its merit has been thoroughly advertised.

It has the visible endorsement of widespread use on the streets and roads of every locality.

Its growing success is partly due to its direct retailing advantage in satisfying a wide range of demand with a relatively small stock.

But it is also partly caused by the outstanding selling advantages of the tire.

Goodyear Blue Streaks are sturdy and durable and *light*.

To the boy demanding speed this one quality means a ready sale, for he knows that speed and heavy tires cannot go together.

And every older retailer knows that all the famous racers of other days used the lightest tires they could get.

To the workingman who uses his bicycle for going to and from work, the lightness of Blue Streaks assures easy pedaling.

The Goodyear guarantee that goes with them is only the expression of time-warranted belief in their wear-defying construction.

The tread is tough and gripping. The fabric strong but resilient.

No heavy tires can resist shocks as the Blue Streaks resist them, or withstand long use as their quick rubber withstands it.

And they have the added advantage of being sold directly to the dealer, at one price no matter what the quantity.

In consequence they make impossible price-cutting competition and re-establish bicycle tires in the class of regular and profitable merchandise.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON

I am the Butcher Boy—

"Yes, Ma'm, we can send you a nice cut of beef, for a standing roast.

"It will be delivered in ten minutes by our own special bicycle delivery. You can get your oven ready right now.

"No trouble at all, Ma'm. That's part of the service we give our customers. The bicycle certainly does fill the bill.

"I've been riding all my life and it didn't take much arguing to persuade the boss, that the bicycle could improve his service and trade. I convinced him also that it would be a good investment to have New Departure coaster brakes on them.

"They not only make riding easier, but they protect the rider and his goods against injury or accident."

Many Merchants do not realize how many customers they can get and keep by a quick delivery service.

The bicycle is ideal for this purpose. Do not forget that we can help you in your campaign to sell bicycles to merchants.

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE
COASTER
BRAKE
The Brake that Brought the Bike Back.

CONTRIBUTOR TO THE
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MILLION BICYCLES CAMPAIGN

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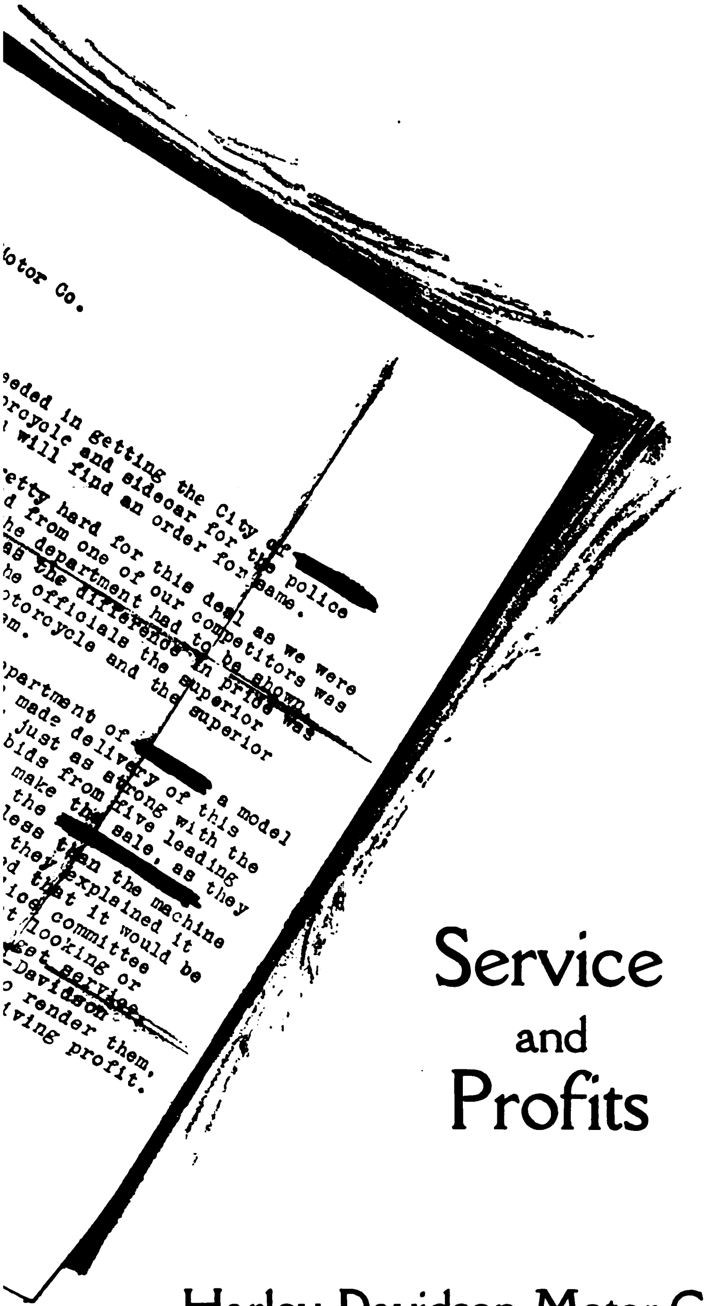

otor Co.

eded in getting the City of [redacted] police
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he officials the superior
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bids from five leading
make the sale, as they
the [redacted]
less than the machine
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Davidson
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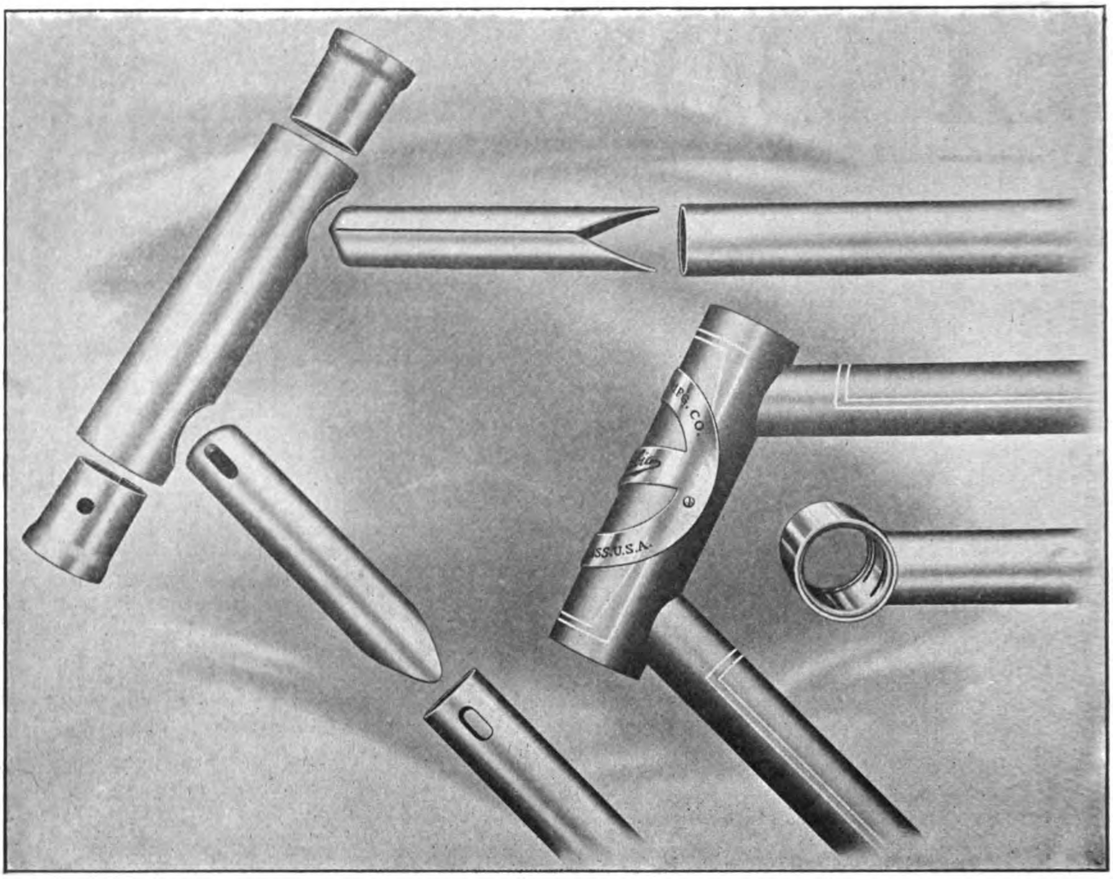
Service
and
Profits

Harley-Davidson Motor Co.
Milwaukee, Wis.

Another Refinement in Columbia Construction



EVERYONE knows the old Pope Spun Steering Head and flush joint construction.

It is universally recognized as one of the strongest and most dependable forms of construction found on any bicycle.

It is one of the features that has helped make Columbia and other Pope-made bicycles leaders of the world.

But, true to the company's policy, even this superiority was subject to continued efforts toward improvement—toward perfection of detail and simplicity of construction.

Hence the new Pope Spun Head. Instead of the main tubes fitting over reinforcements and coming flush with the edge of a spun-in thimble, the tubes themselves are pierced, branches inserted in them, and the whole firmly spun into the head.

By this new construction, two less parts are required, and two joints at the head are eliminated. The strongly reinforced main tubes are bound into the head so as to form one continuous piece of metal.

The construction was thoroughly tried out last year on twenty thousand bicycle frames, without a single one breaking at the head.

This change of construction is just another little illustration of how Columbia leadership is maintained.

Westfield Manufacturing Company
Department 11 **Westfield, Mass.**

Makers of the Pope Motorcycle

EDISON—

The world's leading inventor! Morgan, the financial leader of the world! Ty Cobb, the leader of the baseball world!—all recognized leaders in their line of endeavor!

So it is in all lines of manufacturing endeavor—*there is* and *can be but one leader!* There is but one *leading* cash register, but one *best* sewing machine, but one *superior* watch and but one *highest developed* talking machine—and in each case the *leading* product enjoys the *greatest sales demand*—consequently the *greatest profits* for the *retail dealers* because of their *greater demand!*

Indian Motocycles are the PROVEN, UNDISPUTED LEADERS OF THE MOTORCYCLE FIELD—and have been during the entire motorcycle history of this country. The Indian Bicycles are also LEADERS in their field.

This means not alone SALES LEADERSHIP, but mechanical leadership as well, for to maintain such leadership a product must *blaze the trail* in mechanical achievement—and such has been the unique position of Indian products, always in advance in design, workmanship and master performance.

Indian has the *largest sale* of any motorcycle built—and this leadership of sales has made possible the most successful and prosperous motorcycle merchant to be found anywhere and everywhere—Indian dealers.

You want to be *Sure* of success—nothing assures this success as selling Indian products—the BIG, DOMINATING LEADERS of the MOTORCYCLE and BICYCLE FIELDS.

Be the "leader" in YOUR town, just as Indian is leader throughout the world—SELL INDIANS! Write *now* about territory.

Indian—the Sign of Motorcycle and Bicycle Leadership

"Indian Motocycle"
Hendee Manufacturing Co
Springfield Mass U S A

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

Give Your Customers Remy— the Best You Have

Harley-Davidson does not require that you sell Remy equipment on every machine that leaves your store, but we believe it would prefer you to work that way.

Consider the facts and you probablv will agree with us.

Harley-Davidson builds good motorcycles. It puts the best it has into them. It wants the buyer and the owner to be satisfied so well that when next he buys, it will be a Harley-Davidson.

Why did Harley-Davidson adopt Remy several years ago?

The answer is very simple. It wanted to give the owner greater convenience. It wanted him to enjoy increased motorcycle efficiency.

Why did Harley-Davidson choose Remy from all the electrical equipment offered?

Because it found that Remy best met its requirements. Because Remy had worked out the motorcycle problems in the best and simplest way. Because Remy evidenced a spirit of progress.

Why does Harley-Davidson continue to equip with Remy?

Because, in the years Remy has been used, it has proved successful. Because it has increased the convenience of Harley-Davidson owners. Because it has made the motorcycle a better vehicle.

In the light of these facts, the course of every Harley-Davidson dealer should be clear.

It is—sell Remy equipment on Harley-Davidsons.

Even if the factory were indifferent—which it is not—it would be to your own greater profit to do so.

Because there is no doubt that a man is better satisfied with electric light, with an electric warning signal, and a more efficient ignition system.

That is proved by the increasing volume of sales of Remy-equipped machines.

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Sales and Engineering Offices
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MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation

450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department

H. A. Williams, Adv. Mgr.

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Editorial Department

J. H. Donehue, Editor

Walter A. Bardgett Howard A. Florus

Subscription, Per Annum (Postage Paid)..................$2.00

Foreign and Canadian Subscriptions....................... 3.00

Single Copies (Postage Paid)..........................10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

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If you are interested in quality circulation, you owe it to yourself, and to the product you are selling, to inform yourself fully concerning the manner in which Motorcycle and Bicycle Illustrated covers the cycle and allied fields. The figures are yours for the asking.

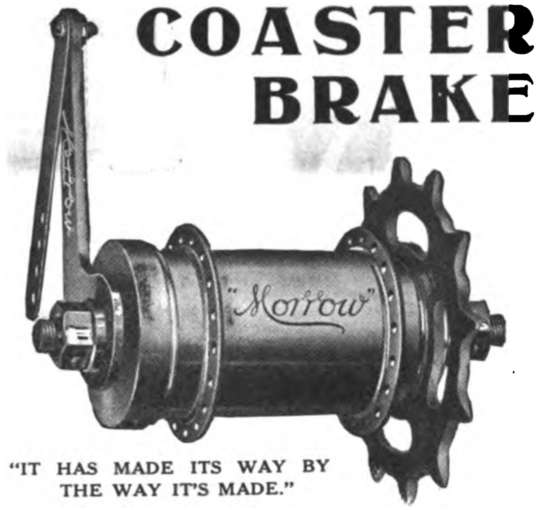
Advertisers' Index on Page 27

THE

MORROW

COASTER

BRAKE



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MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 New York, August 30, 1917 Number 35

"Inside Stuff" On Long-Distance Speed Work

Some Breezy and at the Same Time Helpful Observations for the Lads Who May Be the Record-Makers of To-Morrow; How to Prepare the Machine for Road Grinds and Keep It Up to Maximum Efficiency; Tips on What to Wear and How to Handle the Mount.

By ALAN T. BEDELL
Holder of the Transcontinental Record.

FOR the past some time now I have been taking things easy down at the seashore. Talk about your restful, quiet places! Why, the nearest thing I've heard to a racing motor's roar has been the rattle of the milkman's wagon as he clatters by at 2:19 a. m., and the wail of an accordion, operated by one of my ambitious (?) neighbors. You have the picture now—complete rest and quiet, with the fishing parties, clambakes and mosquitoes thrown in.

Then, out of a clear sky, the blow fell. It broke up my quiet summer's rest and peace like a Zeppelin bomb dropped in the middle of a W. T. C. A. meeting. It came in the form of a letter—a letter from Motorcycle and Bicycle Illustrated.

All summer long I have dreaded receiving a letter. When I stopped to reason it out, I knew that my fears were probably groundless; nevertheless, they haunted me. You see, there is a man out in Calazona (or Arizfornia, I forget which), who thinks I ran over his dog—foolish man—and who, at frequent and regular intervals, threatens to sue me for $25,000,000.25 (twenty-five million dollars and twenty-five cents). So when a letter did arrive, I opened it with shaking fingers. After reading its contents I was relieved, but serious. It was from a great magazine, and it read somewhat as follows:

"We are up against it. There hasn't been a motorcycle record broken for three days; no new nations have entered the war in a week, and there is no big news in sight for the next seven issues. In view of these facts, we have had a word with the little blonde 'steno' who opens the mail and retracted the instructions we gave her last month to send back all of your stuff without reading it. If you will write us an article, and try to dot your 't's' and cross your 'i's,' and also cut out some of that vulgar and offensive western language so often indulged in by you, we will actually print it in the last part of the fifth issue following. Please rush."

I don't suppose they'll print all of that stuff, but anyhow it's true,—almost. So now you can see why my peaceful summer is shattered; you can understand why I have forgotten all (or almost all) about the man out west who used to have a dog I used to run over. My brow is furrowed; I pace back and forth. Now and then I gaze upon the picture of "still life" (you know the kind I mean—with bananas and quail and things), that hangs on the wall. Sometimes I gaze far out across the ocean, —anon I trip over a soap box. My mind wanders; I lack inspiration. If I may relax for a moment into that picturesque and expressive language of the west, "I'm stumped."

Nevertheless, ye Editor has spoken. He demanded that I bring forth a narrative concerning long-distance motorcycle speed work,—and the narrative followeth:

This racing game is a queer old game. It has its ups and downs, its good points and bad, but take it all in all, it's a great old game,—red-blooded and clean and well worth while. So, writing in that mood, I shall try to touch on a few of the major points of interest involved in road races, endurance runs and long-distance riding in general.

The first question which naturally presents itself concerns the machine. I don't mean the make of machine, for should I start out in that vein the blue pencil marks made by ye Editor would be large and numerous, but rather the shape in which any machine should be fitted up for long-distance speed service.

Of course, there are many ways in which one may go about the fitting or tuning up of a machine. It depends largely on just what results one desired,—what special feat is to be accomplished. They run the whole gamut from the small boy who tapes his handlebars to the thickness of a stovepipe and henceforth tears around with his muffler open, proudly announcing to all the

The Author, at Peace with the World—Just Before He Received the Editor's Letter

world that he is an honest-to-goodness, dyed-in-the-wool speed demon, to the old-timer about to tackle the 24-hour record, who polishes his fly-wheels and cylinder-heads for hours.

For the majority of purposes, polishing the fly-wheels is carrying it too much to excess, just as taping the handlebars and opening the muffler are ridiculously inadequate operations. Let us try to strike the happy medium. We don't want a machine that will roll eighty; sixty-five will be plenty. Hence we can use a stock motor. There is hardly a road record in the country,—with the possible exception of the San Diego record,—which a reserve speed of sixty-five miles an hour would not be more than ample to shatter.

Break Motor in Slowly

The one big thing about caring for a motor is to break it in slowly. Never open a motor wide for the first five hundred miles, at least. Keep your speed down as much as you can,—say, not over thirty-five per at the outside,—for several hundred miles; and see that your motor gets a little more than its share of oil during this time. Remember, the bearings are all stiff and tight, and even with lots of oil they are bound to overheat. Sometimes they actually melt. Take good care of your motor when it's young, and you can bet on its living through to a ripe old age. This is "old stuff," but it's true, nevertheless.

And now, having disposed of our "infant" motor, let's look to the rest of the machine. One "wild rider from Arizona" (probably among the following of the honorable Pugh), remarked to me one time in sad and solemn tones that "almost any kind of a motor seems to be able to go,—it's the rest of the machine that keeps a fellow worried, it just don't seem to stay connected!" And right there our Arizona friend said a mouthful. Whether a man lives East or West, whether he rides the 'dobe or asphalt, he wants a machine fitted out so it will "stay connected."

The first step for speed work on the road is to remove everything that is not absolutely necessary, and that is not anchored hard and fast. On the Indian, the rear mudguard can be removed, and the stand may be strapped to the "V" connecting the two rear springs. The leaves of the springs should be packed with grease and then the entire spring taped and coated with shellac. This makes a neat and lasting job. Rubber bumpers should be fitted in the loops of the springs, being tied or taped in place. If this is done, one need never worry about breaking a spring in the loop.

The forward end of the front mudguard and the rear chain-guard may easily be dispensed with. If the machine is not to be ridden in the cities, and the rider loveth a goodly amount of noise, the muffler should be removed and the front exhaust pipe shortened, similar to the rear one.

On the Harley-Davidson the fork recoil springs are among the points to receive special attention. However, I should not advise carrying a spare, even in very hard roadwork, for a broken recoil spring makes little difference in the riding—at least, one can always get along without it. When you do replace them, put a bar under the spring fork rocker-arm nut and over the main fork rocker-arm nut, with the bar running back; one bar on each side is easier. Then have a couple of fellows hold them down hard, thus relieving the strain, while you unscrew the caps and replace the springs. It can be done almost as quickly as I tell it.

Some Possible Changes

The front-wheel stand on the 1917 Harley-Davidson can be taken off; also the closed bottom chainguard. Any tender-hearted tinsmith will lend you a large pair of shears for ten minutes (which you will return tomorrow noon if you don't forget them), with which you can cut away the rear and bottom part of the chainguard.

The chainguard on the Henderson can also be dispensed with. Also have ye Henderson dealer rivet on two extra lugs to hold the front mudguard firmly to the fork crown. This is a small matter, but important. Likewise, heavily tape your gas line—and carry a spare. Do not bind the sides of the line together where they lap in the loop—they will break if you do.

Any machine which has the toolbox over the tank should have a husky leather strap around both. It keeps the lid of the toolbox down and prevents the box from tearing loose, as it otherwise might on bad roads. Keep the tools packed in tightly and wrapped in a goodly amount of cloth. Many riders fail to do this. I suppose they figure they can save money on a horn; well, you can sure hear 'em coming, all right!

If your machine has nickeled bars, you will find that it's often more pleasant to tape them. It keeps the light from being reflected into your eyes. You may not notice it, but just tape them, and you will see the difference.

In regard to equipment, keep things standardized as much as you can. You will appreciate this if you are ever stuck out in a "far country."

For tires, the three-inch size is ideal for most purposes. For tandem or sidecar work some prefer the three and one-half inch size on the rear. A large tire on the front, however, besides interfering with the guard, makes the machine very hard to hold in ruts and sand, and is a nuisance.

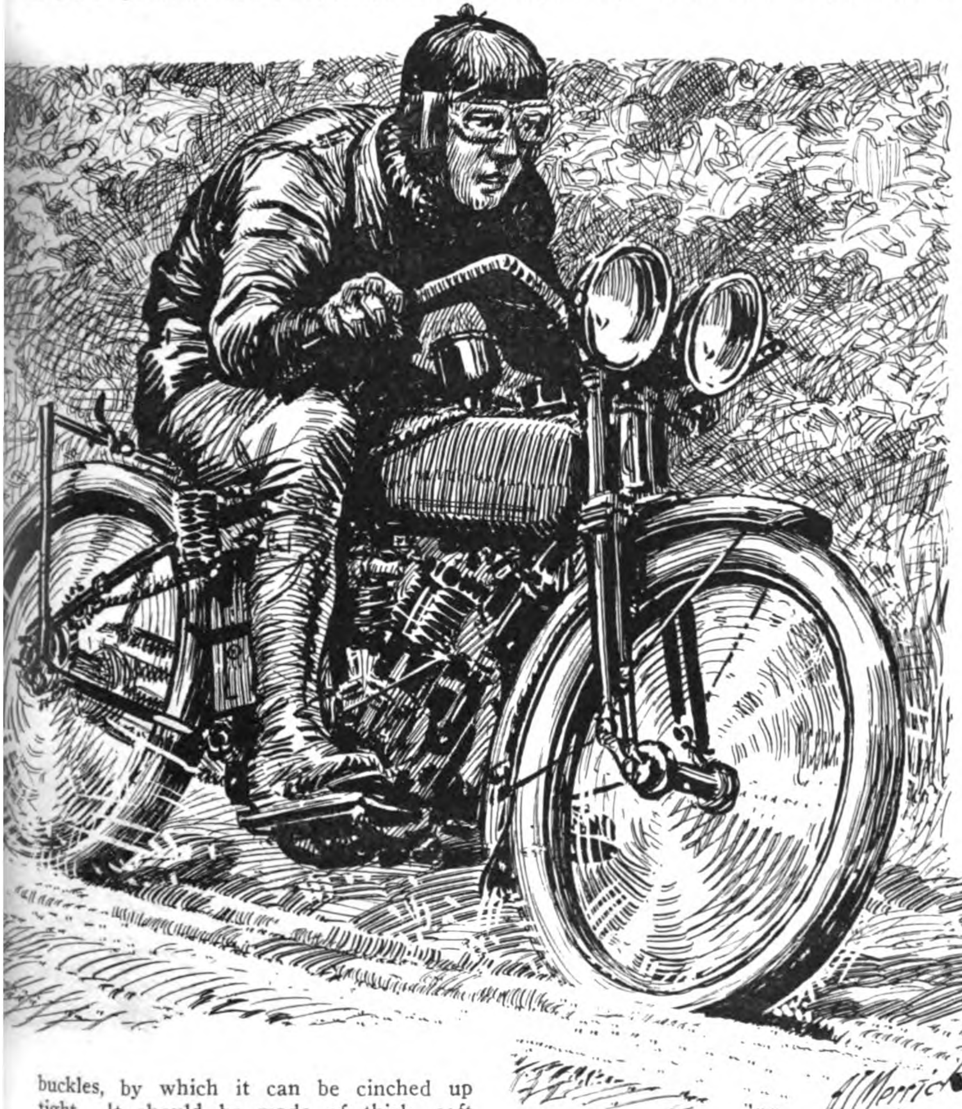
Having disposed of the matter of equipment for the machine, let us next turn to that of equipment, or clothing, for the rider. Beginning at the bottom, I have always preferred leather boots to leggings. They keep the dust out and are waterproof, besides always "staying put." Corduroy makes the best trousers. Never use leather ones for anything but track work. If you do you'll take your meals standing up for the next some little time.

A heavy flannel shirt goes good, surmounted by a sweater and a good heavy coat. The coat should be of leather, as greater warmth may be had from less weight; also, it will shed the rain. For headgear, I prefer a racing hood, which may be tied under the chin. There are few things so annoying while riding—yes, and actually tiring, as a cap which may blow off at any moment.

It is a good plan to wear gloves, whenever the weather is cool enough to permit. If you should ever "dismount unintentionally" you will find they come in very handy. Wear thin ones, though; you cannot grip the bar so well with anything bulky over your hands.

Leather Belt to Support the Waist

For the extra long-distance work, such as an endurance run or road race of several days' duration, you will find a broad leather belt around the waist a great help. This should be about eight inches wide, and should be provided with three or four husky buckles, by which it can be cinched up tight. It should be made of thick, soft leather and its pliability may be increased by saturating it with neatsfoot oil.



To return once more to the machine, let's consider the spares to carry. In your toolbox, which, by the way, all manufacturers agree upon making far too small, take the following: One monkey wrench, 1 8-inch crescent, 1 6-inch crescent, 1 screwdriver, 1 pair pliers, end wrenches, a good chain tool (not the kind usually furnished), tape, tire cement and patches, chain links, spark plugs, valve cores, and any other things that your particular machine may seem to crave.

Carry a good tire pump clamped on the frame, and a spare tube (of the butt end variety), around your waist or shoulders.

A word or two about the riding position may not be amiss. It's difficult to lay down any hard and fast rules concerning just what position should be used. Different people ride differently. However, don't cramp yourself—let your position be natural. Have the saddle nearly level, and the bars spread to a width of from 28 to 30 inches at the ends. They should be lowered until they just clear the peak of the saddle.

When riding, lean slightly forward. Bend from the waist, don't let your back "slump" over. Grip the bars well forward on the grip and let your hands come well around the outside. Don't just sit down on the saddle and hold on. Take your weight on the footboards. When you tackle sand or rough stuff, lean forward. If you strike a bump or chuck-hole, lift up on the bars and help the machine over. Make yourself a part of the machine and use your weight to guide and help it. When taking a curve at speed lean your body out, not in. You will find this enables you to hold the curves much faster. When riding sand, let your tires down soft and take it at a good clip. Keep your feet where they belong—on the footboards.

And now, having hashed the subject over in a general way, I shall fire this article

in To Ye Ed, who will go over it with a large and blunt blue pencil, the while he cusseth at my handwriting. Perchance he will have speech with the little blonde steno. anent the subject of returning all future articles unopened.

But one consolation have I. It is this: I think there is a fair chance that I have touched upon some points that may help other riders, with long-distance speed tendencies, to get a little more satisfaction out of their motorcycles—the finest vehicles, by the way, that roll the earth for the amusement and physical upbuilding of man.

Now for the beach again. S'long!

If I Were You

BY C. P. McDONALD

IF you were I and I were you
Some things *you* do I wouldn't do;
For instance, I would wear a smile
And try and make my life worth while;
I wouldn't grumble or complain
Because we have a little rain:
If, now and then, a thing went wrong,
I'd grin and trill a little song.

If you were I and I were you
Unto myself I'd e'er be true;
Unlike you, I would never shirk,
But settle down and do my work:
I wouldn't frown because the boss
Sometimes grew peevish, mean, and cross;
I'd realize, if I were you,
"The old man" has his troubles, too.

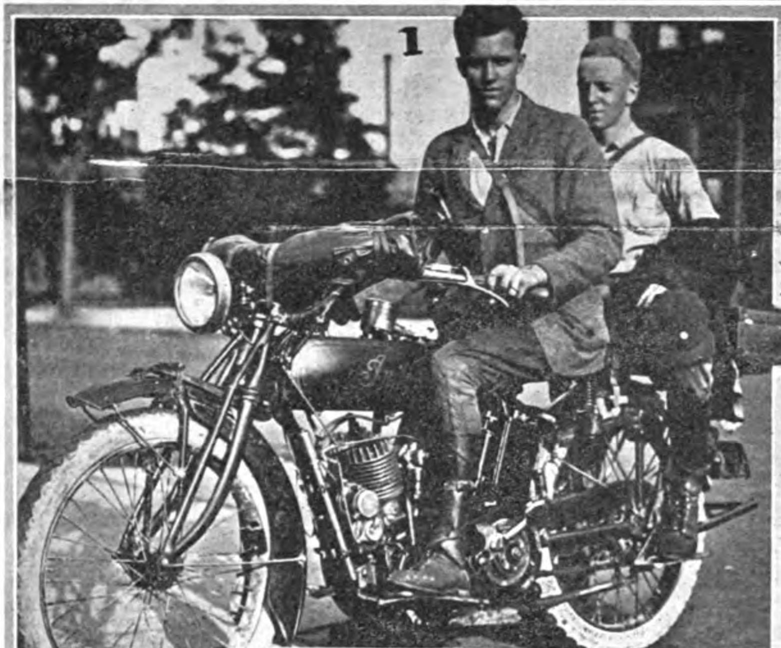
If you were I and I were you
The world would wear a brighter hue;
Where you are groping in the dark
I'd strive to reach the brightest mark;
When out into the world I'd fare
Each morn the face that I would wear
Would beam with joy and sunshine, too,
If you were I and I were you.

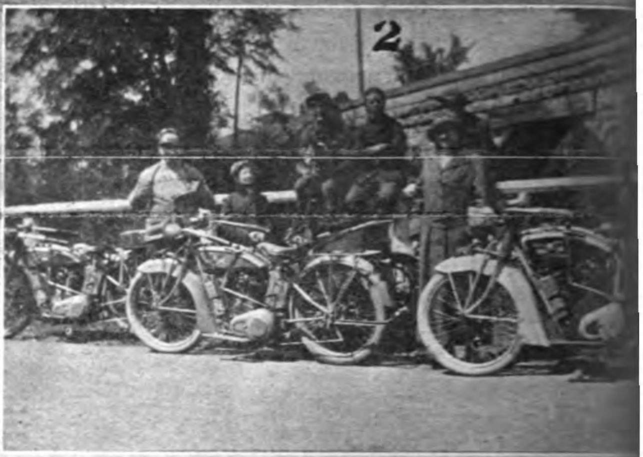
If you were I and I were you
There's nothing I would rather do
Than pat ME on the back and say:
"You'll make them all sit up some day!
You are a bully friend to ME;
I, YOU, and ME with each agree.
If YOU and I fail ME will too,"
If you were I and I were you.

Watch next week's issue for the announcement of a novel letter series

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN





REEL 1, **Scene 1**—George Raine and Henry G. Cole, of Atlanta, Ga., who spent their vacations riding through eleven States on an Indian. They rode from Atlanta, Ga., to Springfield, Mass., making short stops in many of the larger cities.

Scene 2—A group of Lockport, N. Y., Excelsior enthusiasts snapped on a social run. L. E. Graves, Excelsior agent, headed the party.

Scene 3—John A. Bell, press agent for the Blue Ribbon motorcycle Club of Brooklyn, N. Y., with Miss Lena Wundes in the sidecar, snapped on a recent Sunday morning spin.

Scene 4—The quickest and most satisfactory way to extract a cinder from the eye, as exemplified by E. B. Holton & Co., of the New Jersey M. C., Newark, N. J.

Scene 5—Motorcycle guard at the Glenn L. Martin airplane factory near Los Angeles. The factory is now working 24 hours a day.

Scene 6—Hugh Gill, of Atoka, Okla., viewing the cyclone damage at Colgate, Okla. The outfit is a Powerplus with Dunham sidecar.

Scene 7—George C. Champion and Ralph B. D. Foster, a couple of Denver sidecarists, made a recent trip to Boulder, Colo. The photo was taken en route.

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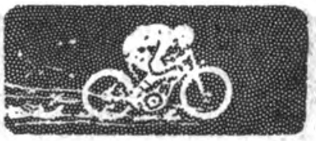

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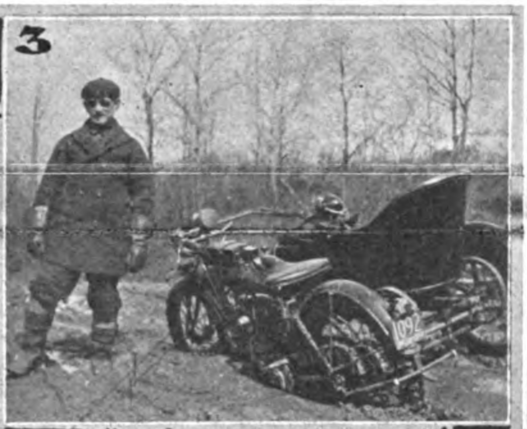

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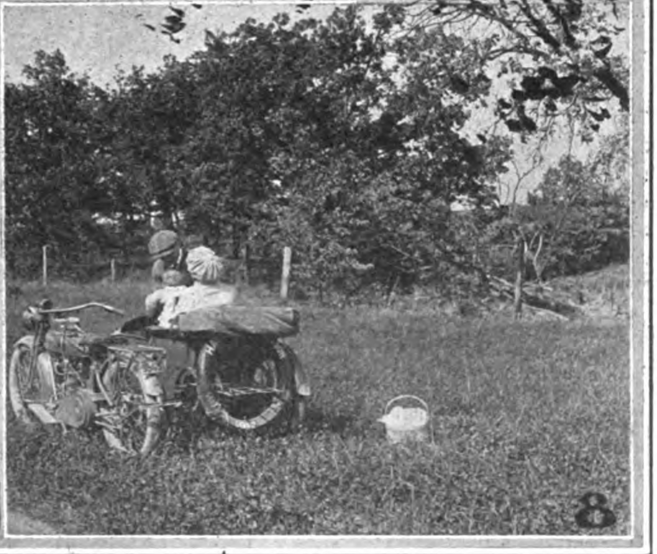

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REEL 2, Scene 1—Ferd. Marschalk, who recently rode his Cleveland motorcycle from Passaic, N. J., through New York State to Cleveland, O., and then on to Milwaukee, Wis.

Scene 2—A small group of La Porte, Ind., riders, headed by August Sievert, on a Sunday social outing.

Scene 3—An incident in a mud-plugging expedition by R. Drysdale and E. Saltus, Indian riders of Westfield, Mass. The scene of the photo is near West Granville, Mass.

Scene 4—Private Wilder Parker, of Hackensack, N. J., astride his Cleveland lightweight which he uses both in and out of army work. Parker says his mount is indispensable.

Scene 5—Line-up of Wheeling Motorcycle Club riders snapped while on a recent run into the mountains of West Virginia.

Scene 6—Olin H. Wright, at Fort Barrancas, Fla., astride his Henderson, which he uses daily.

Scene 7—H. C. Altoff, Henderson dealer of Aurora, Ill., and his daughter Helen out for a little spin.

Scene 8—A roadside halt in pleasant surroundings preparatory to the attack on the family lunch basket.

Visiting the Trout by Motor

This Party Merely Called on 'Em, as You Might Say—Didn't Catch Any to Speak Of—But It Was a Big Outing Just the Same

Read About How It Was Done and Try It Yourself

By ELLIOTT B. HOLTON

IT all came about through Art and Fred bragging about the fine fishing and "eats" you could enjoy at Hairesville. That first qualification interested me only mildly, but the later one regarding "eats,"—Oh, Boy, that got me hook, line and sinker; so I sez, sez I,—"When'll we go?"

"Let's make it Saturday and stay until Sunday night," chirps Fred. Art O.K.'d it, and so we went. Fred and I took our better halves, while Zim, a pal of Art's rode tandem with him.

The weather was fine when we left, and the roads were perfect, so the trip was a delight for the entire 76 miles up into the hills of North Jersey; and the best part of it was that the Little's farm is nine miles from the "Port" and a railroad train. That's where the old motor bike and sidehack could shine for further orders, 'cause the spot, while only three hours from Newark by the two-wheeler, is the best part of the day's journey by train and carriage.

Only thing, it was so darned quiet up there that we city-bred folks, used to noise of some kind, had a hard time getting asleep; and when we did it seemed no time at all before Jersey Little was pounding at the door for us to get up and track down the wily trout to his lair in the gray dawn. Right there I found out that I was no 18-karat fisherman, for although the rest of the boys got up ready to fish, I took a slant at the Big Ben, and back again to slumberland for mine. I can get up anytime for an endurance run, yes, and stay up all night for 'em, too, but fishing,—nunno.

When we did get up, along about seven, there were the fishermen bold sitting on the front porch, alibiing themselves hoarse as to the why of their empty hands.

A Mass Attack on the Fish

Breakfast over, all hands decided to make a grand frontal attack on the unsuspecting fish, so we piled into sidecars and headed for happy hunting ground under the guidance of Jersey.

Right here let me state that we rode all sorts of stuff, bumping over fields and dim trails, until we arrived at the proper spot to tickle the fish under the chin, so as to make 'em "gap" and hook 'em fast. A motorcyclist should get a big mess of fish every time he goes out, because he can change his base of operations so easily. If things are slow in a certain brook, it's so easy to kick 'er over and ride to another locality, when shank's mare means so much effort to do the same thing.

Them as had lines and the rest of the tackle, plus the inclination, went after the trout, while the rest of us looked on, gave advise and got in the way. After an hour's fishing all hands came back and the total number of trout caught was nineteen, runing from a microbe up to a pickle in size and the mess of 'em making a fair meal for one hungry man. Still it was sport, and it wouldn't have mattered a darn if they hadn't had a bite, just like Art feared; good fishermen and good motorcyclists never worry.

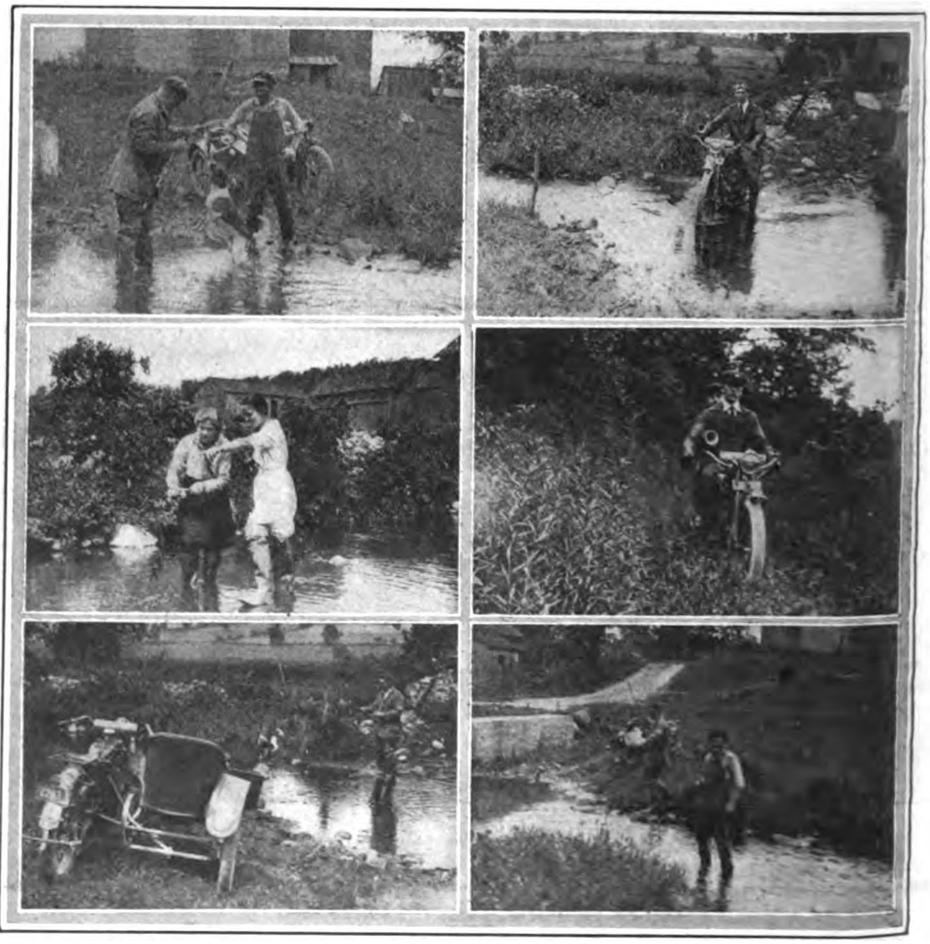
Then the ladies must hop into the boots and wade around pretending they were Ike Waltons, after which Art drove through the brook, to show that he was amphibious or ambidextrous, one or the other, and it was noon and time to eat, so we beat it back to the farm. And that dinner,—Oh, Boy; chicken, oozy with gravy, home-made bread and the hull thing set off with juicy cherry pie. Um-m-m!

About two hours later, when we were able to move around again, we headed for the Delaware River to try for bass, but all the four of us did was teach unappreciative worms the art of swimming—that and let the foxy bass nibble the bait off the hook. Then, too, a lot of time was taken up in casting, or retrieving a poor cast, while all the time a lad just below us was hauling one in every quarter of an hour.

Homeward Bound

Four o'clock came, so we hiked it back for the farm, packed up and hit the homeward trail. Motors purred along contended by, riders and passengers were happy and the journey was unbroken by roadside troubles, so the week-end was one grand little affair.

Come to think of it, those two-day weekends are a whole lot better for one than a weeks of steady touring, 'cause you return refreshed and eager to go again.



Upper Left—Fred Lands One. Opposite—Full Speed Ahead; Note the Bow Wave; Middle Left—Mrs. Ike Walton Going Through the Motion of Hooking a Big One. Opposite—Art Will Ride Anywhere, and Is Satisfied if the Fishing Is Good When He Gets There. Bottom Left—Fred Plays a Waiting Game. Opposite—Jersey and Fred are Regular Fishermen; Rubber Boots and Everything.

A Sidecar Vacation in the Big Bear Country

By
JOHN EDWIN HOGG

The first installment dealt with the camping and fishing experiences of the tourists, and with the perilous trails traversed in reaching the Big Bear Country. Running out of gasoline, they were obliged to sleep beside the sidecar outfit through one memorable night and on the following morning a truck driver supplied them with distillate as an emergency fuel.

OUR friend then suggested that we drive on ahead of him, so that if our new fuel refused to pull us over the hills he would come along to aid us.

"But what do we owe you first?" we asked. "Not a red cent," replied the man. "I may get stuck out here and need a lift myself some day." After insisting, we finally induced him to accept the market price of the fuel he had given us.

The distillate fuel worked much better than we had anticipated. We had a little difficulty in getting started, but after the motor had warmed up it pulled with remarkable power and we sailed through sand and up the steepest grades without a falter.

It was past noon when we arrived at our camp. We found the other members of the party greatly worried as to our safety, and they told us that every forest ranger in the district was out looking for us. But the best part of getting back to camp was getting cleaned up and a full ration of food.

We spent several more days camping on Red Ant Creek, and then moved over into the Fawnskin Valley, 14 miles across the mountains from Big Bear Lake. Here we camped at Toothache Spring, a great torrent flowing out of the solid rock of a mountainside, and so cold as to make one's teeth ache. Strange as it seems, less than a mile from Toothache Spring we discovered a hot spring where the water bubbled out of the rocks at a boiling temperature.

Plenty of Trout Fishing

There was also trout fishing aplenty in the Fawnskin Valley. We found a pool in a rushing mountain stream less than half a mile from our camp where rainbows, speckled trout and steelheads, could be pulled out of the water just about as fast as we could drop in our flys.

After three days in the Fawnskin Valley we decided to leave, almost as much for the lack of boiled food as anything else. In that altitude we found it almost impossible to boil anything.

We then moved to the crest of the San Gorgonio Ridge, where we set up our camp on the edge of a crevice of snow. Here we were more than 9,000 feet above sea level. We had in the meantime, however, called at the Pine Knot Lodge where we had purchased a few tins of boiled vegetables.

But life on the ridge was not altogether pleasant. The first night we nearly froze, in spite of the load of blankets under which we slept, and our bed of pine needles. Then the next morning great black clouds came drifting over the ridge. There was a flash or two of lightning, and a typical mountain thunderstorm broke over us in all its fury. We had sufficient warning to spike down our tent and dig a trench around it, but before the storm was through we had quite enough of it.

The wind blew at a terrifying rate, bending the forest until many a fine pine tree snapped and went down. The rain came down in torrents as if old Jupe Pluvius had been over us with a hose, while the great black clouds yawned and belched forth fire and water together. The roar of the storm was deafening, and being right in the clouds as we were, we had the gravest fears that the lightning might pick our camp, or particularly our machine as a target.

The downpour lasted all morning, and all we could do was to crouch in our tiny tent and watch it. Fortunately the tent withstood the onslaught, and it shed the water splendidly, but we were thankful when the clouds finally broke up and the sun came out.

A Thorough Soaking

Every experienced camper knows that there is nothing that brings out the disagreeable side of camp life like a good soaking rain. Most of our supplies were drenched, and then came the difficulty of finding sufficient dry fuel to cook another meal.

By the middle of the afternoon most of our property had dried out fairly well so we decided to pull over on the ridge, and down into Mill Creek Canyon where we knew the trout fishing to be exceptionally good.

We packed up, and then came the ordeal of climbing 4,000 feet up the mountainside over roads that were still muddy in places, but we finally made it. We had no difficulty where we could get traction, but when the rear wheel began to spin in the mud, there was nothing to do, but get out behind the car.

From the top of the ridge the view simply beggared all description. The skyline is an apparently endless series of snowy mountain tops, while far below and in the background lies Big Bear Lake in the midst of a gigantic carpet of green—so peaceful, so beautiful, that it is only with the greatest reluctance that one with the least trace of art or love of nature in his soul turns his back to travel on.

The view ahead, down Santa Ana Canyon, is one that makes the tourist feel like an atom in his own smallness, and is not readily forgotten. This great gulch, when viewed from the top, appears to be a bottomless abyss, and in traveling the thread-like trail that leads down its wall one is inclined to think that it is. It is 42 miles through the canyon, and it seems like the longest 42 miles anyone ever attempted to travel.

But once down in Santa Ana Canyon the real descent has only begun. Here the trail climbs up and over another mountain range only to start down again into Mill Creek Canyon by grades so steep and narrow and curves so sharp that it became necessary for the State to institute a control system over this portion of the route.

On a Perilous Trail

The controls have been placed at the top and bottom of the canyon. Every two hours vehicles are permitted to start down, and at this time the lower end of the trail is closed. Then during the next two hours the lower control is opened, and the top one is closed. The idea of the system is to reduce the danger of the hazardous route by having traffic moving only in one direction at a time.

We camped for two days at the head of Mill Creek Canyon. Here we had excellent fishing as well as an ideal camp on the very banks of the rushing foaming torrent in which we fished. Then the third afternoon our supply of provisions ran low. We packed up our duffle, bade good-bye to the forest and the trout streams, and started up the mountainside bound for the Mill Creek control.

We descended the dangerous trail in safety, and well within the two hours allotted us by the control keepers for the journey. At noon we arrived at Redlands, where for the first time in two weeks we went into a restaurant and lunched at a table. We were a grizzly looking pair, tanned to a dark mahogany hue, and with our garments somewhat the worse for wear. We probably looked all right in the woods, but in civilization we appeared somewhat wild and woolly.

After lunch we stocked up on gasoline and oil, and toured on. We kept up a steady pace, and reached home shortly before sundown.

A word as to the result of our vacation. The scales showed that we had gained in weight. We were in the pink of condition in both health and spirits. And the best of it all—in these days of high prices, and small values of money—was that we had spent only $30 in the two weeks. Think of it; traveling almost a thousand miles, living in the open, trout fishing, hunting, and getting fat at it—all for a paltry seven and a half each per week.

**Good Photographs
From Riders Are Always
Welcome**

EDITORIAL

Talk Operating Economy

A POINTED suggestion for motorcycle dealers the country over was contained in a paragraph from San Francisco which appeared in last week's issue of this journal, to the effect that many power two-wheelers are now being sold to coast folk who formerly used automobiles. It was explained that far-sighted motorists, and business and professional men in particular, are buying motorcycles for combined pleasure and commercial service primarily because of their economy of operation. Having in mind the necessity for more conservative expenditures in war time, and also the possibility of Government strictures on gasoline consumption, those purchasers are doing the logical thing,—cutting their motor equipment down to a basis of bed-rock efficiency. Neither their business interests nor their recreation plans will suffer, and their bank accounts are certain to profit by the new policy. Dealers who talk motorcycle economy and back it up with efficiency data will find willing ears throughout the motor car fraternity today; and the same arguments can be made equally potent, of course, with prospects who have had no automobile experience. Feature the economy idea. Drive it home. Back it up with figures. Stick to it. It will sell motorcycles.

The Motorcycle Under Fire

AN official war film depicting the desperate fighting at the battle of Arras, in which the Teutonic horde was finally thrown back, has been the feature attraction in a New York theater for the past week, and it is safe to say that no development on the screen aroused more interest than the spectacular response of a motorcycle machine gun company to an emergency call at the height of the titanic conflict. A motorcycle courier flashes along the shell-torn road and carries to the rest station of the machine gun company the news that additional guns are needed to strengthen the thinning Allied line. In a few seconds the motor combinations are manned and headed for the firing line. The precision and daring with which the grim task is undertaken speak volumes for the efficiency of the motorcycle units now operating with the Allied Armies, and prove beyond the faintest shadow of doubt that the power two-wheeler, so generally regarded in this country as a recreation vehicle, has met satisfactorily the stern demands and ever-shifting requirements of the world struggle.

The Need of Outdoor Life

REPORTS from the various Examining Boards before which the new citizen army is passing these days are calculated to open the eyes of thoughtful people. Hardly a man appears who can pass the physical examination without being marked off for this, that or the other infirmity, and in most cases the failure to pass is traceable to a general lowering of vitality. The Nation has been threatened with anaemia; that's the size of it. We have forgotten how to breathe, how to take healthful exercise, how to relax, how to live, in fact. Our national nose, so to speak, has been so long on the grindstone of business that we have become weak and flabby. We're a fine lot of narrow-chested, spectacled, neurasthenic, spindle-shanked job-holders, and that about sums up our value to the country.

What we need, as a Nation, is a strong and persistent movement towards the outdoors. We require fresh air, wholesome amusement and reasonable exercise, and the quickest and most economical way to achieve results is to get into a cycle saddle and leave the cities behind. We can't shake off the business grind completely—the butcher, baker, coal man, et al., won't let us—but we can at least head for the freedom of the open roads whenever the workaday bars are lifted for a few hours. That's the answer. If you have a friend who needs to take a new grip on himself (and we all have such friends), show him these paragraphs and aim him at a cycle agency.

Another Crop of Cycle Buyers

REFERRING to the lament of some dealers that a great many young men have been called from their customary duties to serve the colors, Max M. Sladkin, of the Haverford Cycle Co., in an interview printed elsewhere in this issue, points out that the places of these men in the industries of the country are being filled with other workers, often younger than those who have left, and that these men—well paid and steadily employed—are excellent motorcycle and bicycle prospects. This is a practical and common sense view of the situation.

Compared with the number of cycle prospects under or over the draft ages, or exempt for various good reasons, who will remain at home to carry on the work of the Nation, the number of men accepted for military service will be small. Add to this the fact that efficiency is the watchword of the day, and that employers as well as the workers themselves are coming to favor motorcycles and bicycles because of their combined business and recreation advantages, and it will be seen that the cycle field at present is not only as good as in the past, but that in many districts it is actually better than ever before.

Ten Thousand Army Riders

WHEN we hear talk of plans to train 10,000 motorcyclists for service with the new national army, even though the reports lack official confirmation, it is evident that the motorcycle idea is at last working in a way calculated to bring broad-gauge action. No one in authority has cared to go on record as yet with reference to the number of army riders that will actually be needed, assuming that the war will continue into another year, but there are good reasons for believing that the government plans are already based on something like the 10,000 figure. This proportion of motorcyclists would be about right for an army of 1,000,000 men, according to the British army standards.

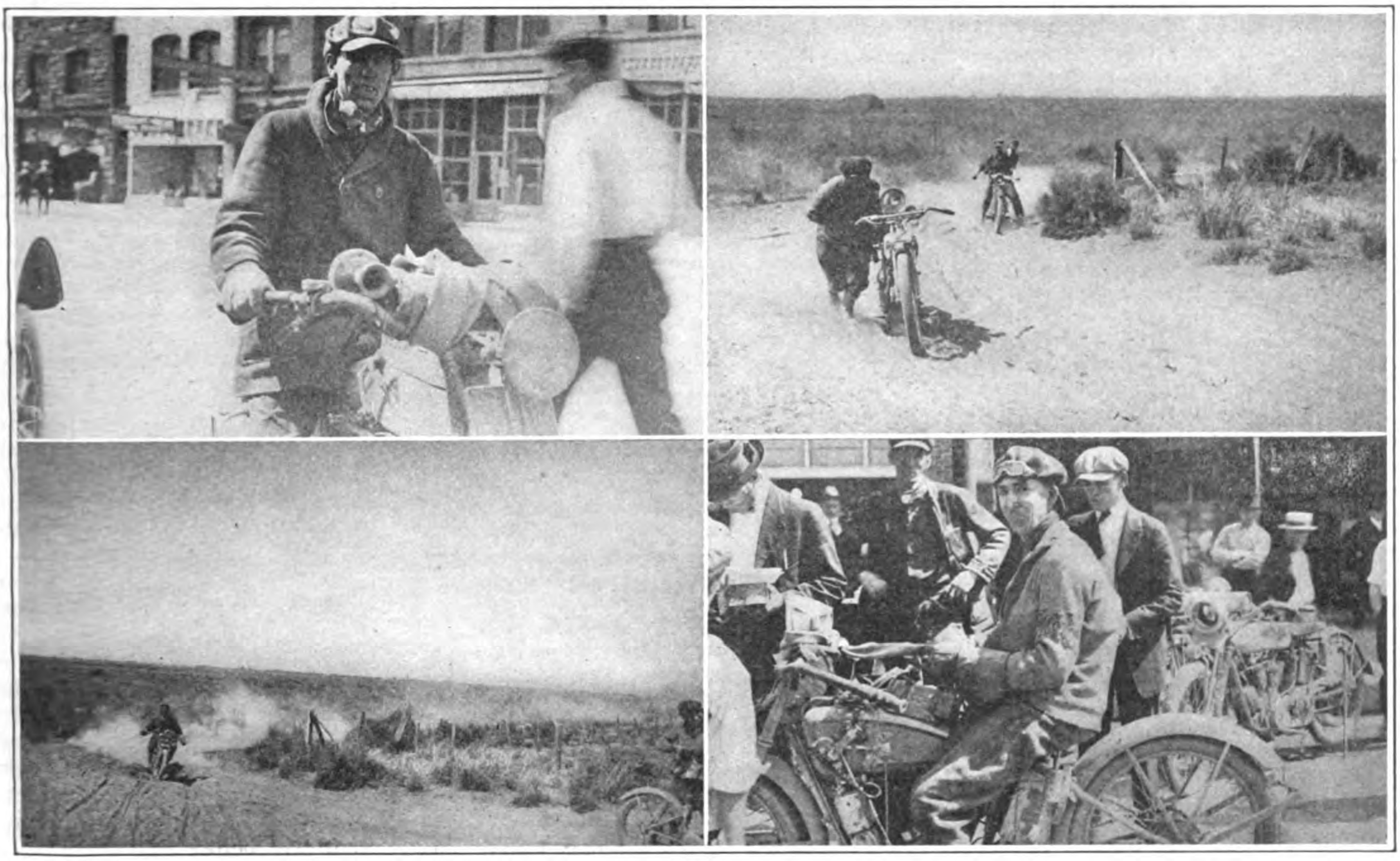
There are strong indications that at least one big camp, exclusively for the training of army motorcyclists, will be in operation before the end of September, and there may be two or three such camps. Motorcyclists of draft age are advised to keep these facts in mind.

LATE NEWS

AUSTIN IS TOP-SCORE MAN AT SEATTLE

Thor Rider Is Credited with First Place in Terrific Endurance Grind, Although Some Checking Sheets Are Still Missing; Smith, the Excelsior Veteran, in Second Place; Thor Team Wins Firestone Cup; Remarkable Performance by Harley-Davidson Sidecar Outfit

BY FRANK R. PIERCE



Top Left, G. C. Austin, Thor Dealer in Seattle, the High Score Man; Right, North Yakima Contestants Hitting the Sand—Note the Tandem Outfit in Background; Lower Left, Looping It on One of the Sandy Turns Where the Spills Were Numerous; "Bud" Armstrong, on the "X," and Ed. Berreth, the Indian Rider, Snapped in the Control at North Yakima

SEATTLE, Wash., August 20. — The Seattle-North Yakima-Goldendale-White-Salmon-Portland course again proved to be the hardest endurance run route in the country when but two of the twenty-one starters in the Seattle annual M. C. Contest arrived here tonight at the conclusion of the second day of the run with scores intact.

Checking sheets are still out in the distant localities, but indications point to G. C. Austin, Thor agent of Seattle, and Ray Smith, of San Diego, admittedly one of the best endurance riders in the country, as the winners. Smith rode his Excelsior as usual. Walter Steinhart and Ed Berreth Indian riders of Portland, lost several points between North Yakima and Goldendale, as did Jack Meagher, Thor. They probably rank third, fourth and fifth in the order named.

Of the five Excelsiors entered, Smith was the only rider who checked into Seattle tonight. Louis Von Wasmer and "Bud" Armstrong, the other two members of the Excelsior team entered for the Firestone cup, are still out, probably somewhere between North Yakima and Goldendale. The only Harley-Davidson entries to finish were O. V. Schott and wife, who drove a Harley-Davidson sidecar outfit in a remarkably consistent manner over the entire 604 miles and checked into Seattle tonight on time. They lost their chance of making a perfect score because of the hard going.

Two other sidecar outfits either failed to check in at North Yakima, 188 miles out, or checked in too late to figure in the scoring. The performance of the Schotts and their Harley-Davidson sidecar outfit is all the more remarkable when the number of solo machines manned by expert riders that went out is considered. This is the first time a sidecar has made the course in two days.

The Firestone cup was undoubtedly won by the Thor team by a few points, Austin being perfect and Meagher having checked in but a few minutes late, at two different controls. John Davis, the third member of the Thor team, bumped into an automobile and put his machine out of commission.

The Indian team, composed of Mercer, Berreth and Steinhart, gave the Thor team a hard fight for the cup, but Mercer had trouble with his transmission and before he could remedy it became sick from the terrific desert heat beyond Satus Hill and was forced out. Steinhart and Berreth finished a few points behind the Thor team.

The Henderson folks did not enter a team, but "Wild Bill" Wilson entered the run on a 1917 Henderson and made a remarkable ride for a perfect score; however, a combination of troubles forced him out. He became lost, as did several others, between North Yakima and Satus Hill, and later was delayed by a puncture. He took a different route over the hill than did several others and was in a fair way to make up for lost time when his gasoline line broke and his machine caught fire.

Cline's Good Fellowship

Cline, an Indian rider, towed Wilson for several miles after assisting in putting out the fire and left Wilson to repair the damage. He reached the subsequent controls late and did not leave Hood River, Oregon, until nearly 8 a. m. The others checked out at 5 a. m. With 279 miles before him, Wilson set out to make up lost time and arrived in Seattle at 6:30 p. m. an hour ahead of his schedule.

Cline, Indian, threw away his chance of making a perfect score after climbing the Satus Hill, because he considered his duty to his fellowmen in trouble greater than the glory of hanging onto his 1,000 points. Several miles beyond the hill he discovered Mercer in a pretty sick condition. Cline stopped and assisted Mercer to Satus Creek, then stayed with him until he had made arrangements for him to be sent back to North Yakima. A little farther on he encountered Wilson trying to extinguish his flaming motorcycle. Cline stopped, helped to put out the fire and then towed Wilson to the nearest town.

The Thor victory is very popular as Ellis and Austin, Thor agents, have just taken over the Thor agency this year and every other dealer had a far greater number to select a team from than did the Thor. The men selected are all local riders, and the fact that they practically held their own with an experienced rider like Smith is a source of the utmost satisfaction to Austin and Meagher. They will hold the cup for one year, and it will be contested for again next summer. The dealer winning the cup three times becomes the permanent holder.

Smith Made a Game Run

Smith is entitled to a great deal of credit. He not only rode his usual clean run, but started on a course over which he had never ridden, without either lights or speedometer. His teammates went out at the Satus Hill and this left him to cover the remainder of the run, nearly 400 miles, alone so far as teammates were concerned.

Twenty-one riders checked out of Seattle at 3:30 a. m. Sunday, Aug. 19, as follows; one Henderson, three Thors, four Indians, five Excelsiors, five solo Harley-Davidsons and three Harley-Davidson sidecars. Frank Hawkins, local Firestone man, acted as checker.

The riders left in pairs, one minute apart, and immediately headed for Cle Elum, the first control, 108 miles away. To their surprise they immediately headed into a heavy fog, which had made the pavements exceptionally slippery. At Woodenville, twenty miles out, the leading rider skidded on a turn and in their efforts to stop, five riders behind followed him into the ditch. Aside from a cut on Berreth's knee and several bruises here and there no one was hurt and all proceeded to Cle Elum.

From North Bend to Cle Elum the road runs through the Snoqualmie Pass, and while as a whole it was very good,—too good for an endurance run—in places it was very rough, with sharp turns that bring out the best there is in the rider who makes a perfect score. The majority, including the Schott sidecar, checked in on time, stopped fifteen minutes and then headed for North Yakima, the second control, 80 miles away. The other two sidecars checked into Cle Elum late, as did Jack Meagher, who miscalculated his time and remained outside of the control several minutes before checking in.

The first riders were due at North Yakima at 11:15. Smith and Von Wasmer, Excelsior; Berreth, Steinhart and Mercer, Indian; and two Harley-Davidson riders, dashed into North Yakima along different streets at 10:30 a. m. The road between North Yakima and Cle Elum included some mountain riding, but was mostly along the sagebrush foothills over sand and rutty roads.

A stop of three-quarters of an hour was made at North Yakima; then the riders were off for the Satus Hill, the mound of sand, ruts and dust that puts the crust on the run and places it at the top of the list of nearly impossible contests.

Many Routes to Satus Hill

The twenty miles between North Yakima and Satus Hill is good going if one takes the right road, but there are so many different roads that few of the riders managed to stay on the right one all the time. The hill could be seen from a distance and the majority made a "bee-line" for it, which resulted in many pilgrimages through farms, barnyards and over or through irrigation ditches. Steinhart and Berreth, Indian riders, arrived first and commenced the four-mile climb. Austin, Thor winner, came third, took a lovely spill and was off again before the dust settled. The remaining riders arrived a few minutes later.

Half-way up the hill the Shuk brothers, the hospitable Indian agents at North Yakima, were stationed with a car containing watermelon on ice, ice cold beer, or water as the rider desired. It was a grateful relief after the struggle with sand, ruts and dust. The majority stopped long enough to rest up for the remainder of the grind. Several riders who took different routes could be seen riding the sage brush in the distance and missed the refreshments entirely.

A few riders who arrived at Goldendale anywhere near on time all state that the 15 miles beyond the hill was worse than the hill itself, and all had to stop repeatedly and lift the machines out of the ruts. The 76 miles between North Yakima and Goldendale called for an 18-mile per hour schedule, but Smith and Austin were the only riders to arrive on schedule time and neither had many minutes to spare.

At Goldendale, Meagher and Berreth were both arrested for speeding. A small town busybody standing on the sidewalk saw them go by and immediately swore out warrants. Through the good sportsmanship of the sheriff, the judge and the garage man, the boys were allowed to proceed to White Salmon, much to the disgust of the busybody.

Nine of the twenty-one starters checked into White Salmon, the night control, on Sunday night, but many of them checked in so late as to be permanently out of the running.

Headed for Portland

On Monday the riders crossed the Columbia River and checked out of Hood River, Oregon, at 5:30. The 71 miles to Portland was easily covered at the scheduled time of 25 miles per hour. The Portland control was at the Interstate Bridge, which the riders crossed and were again back in Washington. Roads in the vicinity of Castle Rock have improved slightly and 18 miles per hour was easy. In fact, no difficulty was experienced by any of the riders in keeping on scheduled time for the remaining distance to Seattle, and the majority checked in nearly an hour early.

Smith, the veteran Excelsior rider, who has tackled all of the hard western courses, pronounces the route to be the hardest he ever saw. He says, that while most of the course was average and could easily be covered by any real endurance run rider, the 74 miles between North Yakima and Goldendale gave such hard going and required so much effort that a rider was tired out and the remainder of the run appeared doubly hard. As to the Satus Hill, "that's the worst I ever saw anywhere," remarked Smith.

The riders who covered the course this year are all in favor of using the same course next year.

Machines as well as riders were penalized, but those that came through were all together and escaped penalties as a result.

Equipment Details

George Austin, Thor—Firestone tires, Bosch magneto, Schebler carburetor, duckworth chains.

Ray Smith, Excelsior—Firestone tires, Bosch magneto, Schebler carburetor, duckworth chains.

Steinhart, Indian—Goodyear tires, Splitdorf generator, Schebler carburetor, duckworth chains.

Berreth, Indian—Goodyear tires, Dixie magneto, Schebler carburetor, duckworth chains.

Jack Meagher, Thor—Firestone tires, Bosch magneto, Schebler carburetor, duckworth chains.

Austin and Smith were perfect; the others lost between ten and thirty points, the number being uncertain until the White Salmon and Goldendale checking sheets are in.

Motorcycle and Bicycle Dealers are
invited to send in Reports of
Labor Day Races
without delay

BIGGEST MOTORCYCLE YEAR AHEAD

Harley-Davidson Man Tells Salesmen at Annual Conference That Present National Movement Towards Economy Opens Big Opportunities for Motorcycle Business; Busy Week of Meetings at Factory Closes with Successful Banquet

MILWAUKEE, Wis., Aug. 25.—With a talk by Arthur Davidson on his trip through Australasia and the Hawaiian Islands, together with a lecture on salesmanship by Walter F. Dunlap, the annual conference of the Harley-Davidson sales force came to a most successful close at a banquet spread for the traveling men and department heads by the Harley-Davidson Motor Company in the Hotel Maryland.

The Harley-Davidson sales conference this year was one of the most successful ever conducted by the company. In attendance were: Jes Campbell and W. E. Magerfleisch, New England branch; Gus Castle, southern branch; A. W. Burgess, J. O. Engel, F. T. Egloff, H. G. Manthey, F. W. Stierhoff, I. W. Schroeder, F. J. Stark, L. H. MacDonald, O. P. T. Daenitz, F. H. Simon, W. E. Kalman, salesmen, and Arthur Davidson, Walter Davidson, E. J. Mueller, T. A. Miller, W. E. Kleimenhagen, H. W. Hascall, Lacy Crolius, Hugh Sharp, F. B. Rodger, W. D. Isham, G. M. Larranaga, J. Kilbert, William Ottoway and E. A. Travis.

Announcement Features Sales Talk

Formal announcement of a new plan for bringing out the 1918 models was the feature of a talk given to the sales representatives by E. J. Mueller, assistant sales manager, in opening the convention. In view of the fact that the National fall shows at Chicago and New York have been discontinued, the Harley-Davidson Motor Company will hold district dealer conferences for the purpose of firing the first gun of the 1918 sales campaign.

Mr. Mueller reviewed the work of the past year and praised the traveling men for the creditable increase shown during the 1917 season, in spite of conditions which would seem to have a tendency toward retarding sales.

In discussing sales possibilities for 1918, Mr. Mueller said: "This country is going through an evolution, all the way from the food we are eating and the way we are dressing to the pleasures we are following. Everyone is learning to economize, without disturbing the financial condition of the country. Living expenses have gone up, and in showing the vast number of prospects where the motorcycle will save money for them is where the motorcycle traveler has his job cut out for him next season.

Finest Year for Motorcycling

"I believe that, for economic reasons alone, this is the finest year in the history of motorcycling. This fact is borne out in England, Australia, Norway, Sweden and Denmark, where business since the war has far exceeded business before the war. In Denmark the automobile is a curiosity. Bicycles are used by thousands, and the motorcycle is becoming very popular. In Canada our business has shown a big increase, despite the fact that Canada has been in the war since the start and thousands of young men have gone to the front.

"The price of gasoline will be an important factor in the sale of motorcycles next season, more so than ever before. The price of gasoline is going up and many people predict that there will be a shortage. This will compel people to ride motorcycles, as being the most economical consumer of gas."

Good Dress Is Needed

"The reason why the average motorcycle dealer does not get his share of the commercial business in his city is that he does not dress to make himself presentable to even the most fastidious businessman in his town," said Hiram W. Hascall, of the Parts and Accessories Department, in outlining the work of the department for the new season.

"There will be a big demand from riders for high-class motorcycle garments, and it is up to the dealer to start the bringing about of this condition by being well dressed himself. The dealer who still adheres to his dirty and greasy shop clothes will never attract the high class of riders that we are aiming to bring into the fold of motorcycling. The motorcycle will never be elevated until the dealer himself is elevated."

Mr. Hascall emphasized his talk by appearing in a special tailor-made woolen riding suit that drew a chorus of "oh's" and "ah's" from the assembled travelers.

"One of the biggest problems in connection with the used machine is the fact that the average dealer pays too much on a trade-in deal," said W. E. Kleimenhagen, sales correspondent, in his talk on the topic of used machines. He stated that the Harley-Davidson Motor Company would co-operate very closely with its dealers on the used machine problem, as one of the big factors in promoting the sale of new machines.

T. A. Miller Presided

T. A. Miller presided at the sessions of the conference, and other department heads who spoke during the week were: Lacy Crolius and Hugh Sharp, of the Advertising Department, talking on prospective advertising and publicity plans, respectively; W. D. Isham, Credit Department; Joe Kilbert, Service Department, and M. Ray, on the 1918 Harley-Davidson bicycle line.

The closing day of the week was spent at the annual picnic of the Harley-Davidson sales force at Army Lake, Wisconsin.

HARLEY-DAVIDSON DEALERS TO CONFER

Sales Department Announces Country-Wide Schedule; Each Conference Will Have Established Program; 1918 Models to Be Shown

MILWAUKEE, Wis., Aug. 21.—The Harley-Davidson Motor Co.'s sales department announces that dealers' conferences will be held throughout the country, beginning the latter part of the month. Each conference will carry out an established program at which sales policies, new advertising and service plans will be discussed. The conferences will mark the first public showing of the 1918 Harley-Davidson models.

Where They Will Gather

The cities, dates, headquarters and the representatives will be as follows: Minneapolis, Minn., Aug. 31 and Sept. 1, Andrews Hotel, L. H. MacDonald and G. O. Engel, with E. J. Mueller as factory representative; Omaha, Neb., Aug. 31 and Sept. 1, Castle Hotel, H. G. Manthey and W. E. Kleimenhagen; Baltimore, Md., Aug. 31, Caswell Hotel, F. W. Stierhoff and Frank B. Rodger; Oklahoma City, Okla., Sept. 4, Lee Huckin's Hotel, A. W. Burges and Joe Kilbert; South Bend, Ind., Sept. 4, Hotel Oliver, F. J. Stark and W. D. Isham; Pittsburgh, Pa., Sept. 4-5, Motor Square Hotel, E. R. Durkee and T. A. Miller.

Kansas City, Mo., Sept. 5-6, Sexton Hotel, W. E. Kalman, F. H. Simon and W. E. Kleimenhagen; Butte, Mont., Sept. 6-7, Hotel Liggett, E. J. Mueller; Milwaukee, Wis., Sept. 6-7, Hotel Maryland, Frank Egloff and Hugh Sharp; Columbus, O., Sept. 6-7, Hotel Chittenden, I. W. Schroeder and W. D. Isham; Rochester, N. Y., Sept. 6-7, Hotel Rochester, E. R. Durkee and Arthur Davidson; New York City, Sept. 6-7, Prince George Hotel, F. W. Stierhoff and T. A. Miller.

Des Moines, Ia., Sept. 10, Hotel Franklyn, L. H. MacDonald and W. E. Kleimenhagen; Dallas, Tex., Sept. 10-11, Hotel New Southland, A. W. Burges and Joe Kilbert; Portland, Ore., Sept. 12-13, Imperial Hotel, J. V. Guthrie and E. J. Mueller; Boston, Sept. 10-11, Jess Campbell and Arthur Davidson.

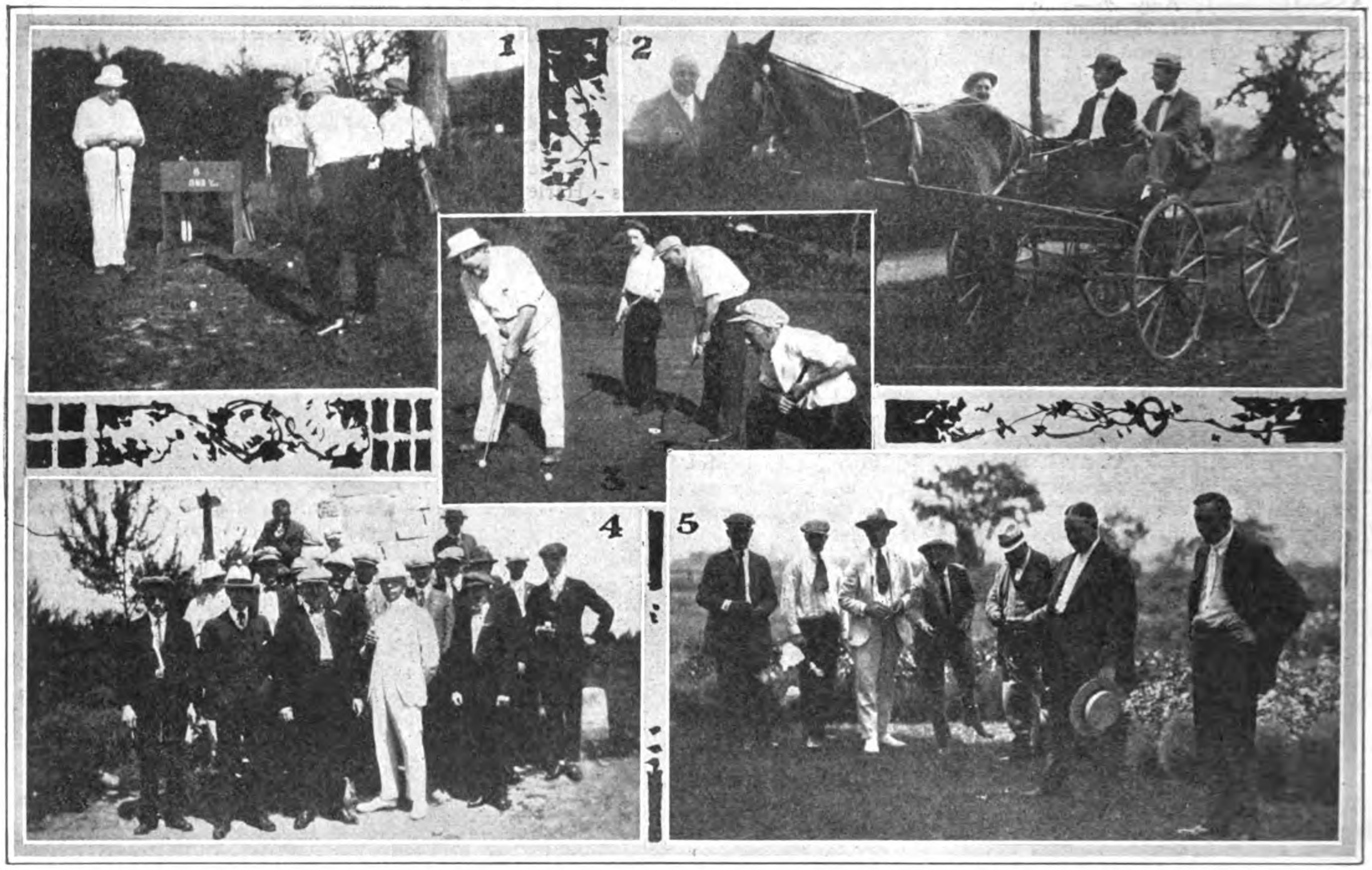
WITH PROVIDENCE TOURISTS

PROVIDENCE, R. I., Aug. 23.—A number of Pawtucket motorcyclists, under the leadership of George Peck, left Tuesday for a run to the White Mountains. There were seven tandems and one sidecar in the group. The party had as its objective Bretton Woods.

Last Sunday Eddie Swenson, captain of the Providence Motorcycle Club, led 100 Indian riders to Revere Beach, just outside of Boston on one of the regular weekly scheduled runs. This was the largest run of the season so far, and there are other plans ahead for sociability programs.

WESTFIELD SALESMEN TALK BIG BUSINESS

Old Guard of Travelers, Augmented by New Division of Hustlers, Spends Week at Headquarters Working Out Plans for Coming Campaign; All-Day Tour in Berkshire Hills Puts Fitting Climax to Busy Program



1. Dave Ryan Driving in the Golf Tournament for the Westfield Cup. 2. G. H. Hamilton, Sales Manager of the Federal Rubber Co., and Mr. Spikott, Manager of the Boston Branch, Visited the Convention in an Emergency Conveyance. 3. "Bernie" Edgar in the Act of Putting. 4. Columbia Salesmen at the Summit of Jacob's Ladder, in the Berkshires. 5. Columbia Boosters Varying the Program by Pitching Pennies

WESTFIELD, Mass., Aug. 27.—All the salesmen of the Westfield Mfg. Co., have been at headquarters during the past week for the big annual salesmen's convention, and the town has been in the hands of the Columbia boosters. With the exception of T. B. Hallbourg, the veteran salesman, who is confined to his home by illness, all the old guard were present, as follows: M. G. Littlefield, B. A. Edgar, D. G. Ryan, C. A. Leander, O. J. Oberwegner, Joseph Reddinger, C. T. Quin, F. R. Swagine, Weston Cutter, D. L. Marshall and Jack Yates. The new members of the sales staff who were able to get in for the convention were: S. C. Davis, hailing from Toledo; T. R. Myers, of Davenport, Ia.; L. H. Johnson, of Moorhead, Minn.; and Joseph Gudenschwage, of Des Moines, Ia.

After a busy week of attending conferences, completing records and getting generally primed up for the new season, the members of the sales department and sales staff enjoyed an all-day tour on Sunday. Their route was through the beautiful Berkshire Hills to Stockbridge, Mass., where a tempting chicken dinner was spread at the famous Red Lion Inn.

After dinner the party accepted the invitation of Congressman Allan T. Treadway to visit his Summer home on Lake Mackinck. Congressman Treadway generously placed his house and grounds at the disposal of the visitors, and some of the party stayed to avail themselves of swimming, motor boating and other diversions, while Sales Manager Harden, Assistant Sales Manager Merrill and Messrs. Edgar, Ryan, Leander, Marshall, Oberwegner and Littlefield proceeded to the Stockbridge Golf Club to play off the annual tournament for the company's cup, and the contest proved highly interesting.

All hands were in good form and interest was keen right up to the finish at 8:30, when Mr. Ryan won the cup from the 1916 record-holder, Mr. Edgar. Following refreshments at the home of Congressman Treadway, the party motored back to Westfield. Viewed from both the business and social angles, the convention is looked upon as one of the most successful ever held at the Westfield factory.

TOURISTS FROM CHICAGO

Visit New York After Successful Journey of 1167 Miles on Solo Mounts

NEW YORK, Aug. 27.—Lester Coupland and Walter Neilson, riding Harley-Davidson and Henderson motorcycles respectively, left this city today for their return trip to Chicago, their mileage to this point being 1167. Coupland and Neilson, both of whom hail from Chicago, started on their tour Monday, August 20th, and completed the run to New York city with only two stops for minor troubles. They report the roads in good condition all the way from Chicago to New York, with the exception of a few detours on which the traveling was only fair.

The tourists headed for Washington on leaving New York and will touch at Cincinnati, Indianapolis and other cities on their way back to Chicago. They expect to reach home on Saturday, September 1st.

TALGEROU IN NEW STORE

AURORA, Ill., Aug. 20.—A. R. Talgerou, Harley-Davidson agent, has just moved into new quarters at 22 South River street, where he has a frontage of 23 feet and a depth of 160 feet.

McKINNEY IS PASSAIC ENDURANCE VICTOR

Paterson Lad with Harley-Davidson Scores 913 Points Over Tough Course While Davis, His Nearest Competitor, Runs Up 806; Seven Finish First Annual Grind; Wide-Open Pro Contest Promised Over Same Course

SCORES AND EQUIPMENT OF PASSAIC RUN FINISHERS

Name	Club	Machine	Magneto	Tires	Points
Ralph McKinney	Paterson	Harley-Davidson	Bosch	Firestone	913
Charles Davis	Passaic	Harley-Davidson sidecar	Remy	U. S.	806
Nick Barno	Passaic	Harley-Davidson solo	Remy	Goodyear	729
Edw. Bakelaar	Passaic	Harley-Davidson sidecar	Bosch	Goodyear	677
Otto Kadel	Pt. Jervis	Harley-Davidson tandem	Remy	Firestone	539
Fred Cuneo	Passaic	Harley-Davidson solo	Remy	Goodyear	523
A. Steinfeldt	Crotona	Excelsior solo	Midco	Vacuum Cup	358

PASSAIC, N. J., Aug. 26.—Ralph McKinney, of Paterson, mounted on his 1916 Harley-Davidson, won the first annual endurance run of the Passaic M. C. today over a 246-mile course, and against a field of 21 starters. His score was 913 points, the best of the seven finishers. It entitles him to the Hendee trophy for the best solo performance, and earns for the Paterson club the Passaic M. C. plaque, as McKinney had the highest score of several who belonged to other clubs.

Charles Davis and his 1917 Harley-Davidson sidecar outfit, with a finishing score of 806 points, won the Harley-Davidson cup for best sidecar performance, took an Eastman kodak offered for the best Passaic M. C. member's score and also one of the tires put up for the best team score, he being on the winning team of Bakelaar, Gardner and Davis.

Fourteen solo and seven sidecar entrants left town at 6 a. m. to battle with the roads, Father Time and Colonel H. L. Jinx, and it was some fracas, take it from them as competed. There were seven in the finishing crowd, five solo and two sidecars, and they trailed in long after their time of arrival was up, some as late as 10 p. m.

Paul Pester, Orrie Steele, Eddie Young, William Weinkop and Frank Gross got lost and blamed it on the marking; that started the hard luck. Then there were Henry Mergl and Otto Weil, Harley-Davidson sidecar drivers, who had smash-ups; and August Charton, with a Henderson-Rogers outfit, who turned over and broke his forks. And all the while McKinney was battling away out in front all alone, over worse stuff than the Crotona trip or the Jersey run, so they say. The pathfinders found Fiddle's Elbow in the Kittatinny Range, and from tales of the road conditions you can rest assured it was "the worst ever," as usual.

Lawrence Cuneo, checker at Flemington, was coming home last night when his sidecar outfit, borrowed by the way, "went haywire," so he dry-docked it in Morristown, chartered a taxicab for $15 (some lads have the dough, you know), and arrived in state this morning as the milkman pulled up to the door.

Taking it by and large, it was some ride, and Joe Werner, chief router and head official of the run, says that if there is enough interest he will put on a purely professional event, over the same course before snow flies—entry fee $5 and the pot to be split 50, 30 and 20 per cent., and no medals or nuthin' else.

Boy, page Russ Holdemann, Amateur Mac, Walley Stuart, Sandy from Worcester and Cal Webber—we want action round these parts.

NEWARKERS FROLIC AT HENDERSON PICNIC

Messrs. Krebs and Ker Entertain at Raritan Bay Resort and Strong Program of Novelty Sport Events Furnishes Excitement and Thrills Aplenty; Annual Event Hereafter

NEWARK, N. J., Aug. 26.—The first annual "Henderson Day" picnic, promoted by the Charles Krebs Co., Inc., and held at Seidler's Beach, N. J., was run off today and over 60 riders on all makes of motorcycles took part in the festivities. The run was to start at 9 a. m. promptly, so at 10.15 on the dot the big crowd got under way with the beach resort as their destination.

All hands arriving safely, and the dinner bell ready to be rung, the mess call was sounded and the nose-bag put on. After the inner man had been satisfied the sports started. The first event, a slow race for solo riders, went to E. B. Holton who won a Long horn by keeping his feet off the ground. The second event was enjoyed by the crowd; it was a ride and push race. The contestant rode to a stake, dismounted and pushed round another post, then mounted and rode to the finish. That sounds easy, and it is if you do it on hard ground, but when it is in loose sand, its something else again. Ben Kramer proved the most active lad in the bunch and won a lamp.

The next event was the fast solo race in sand, and after three preliminary heats Kunath, Raub and Holton lined up for the finals. Raub won the dash and an inner tube. A tandem slow race, with a pair of silk stockings as the prize for the lady passenger, was the fourth stunt; the hosiery was won for Mrs. Martin Netzler by Al Raub. A three-legged race that caused much laughter was won by Ben Bush and Ben Kramer in a falling finish. Helen Callahan threw a baseball 147 feet and won a—oh, gosh darn it "longerie," why be explicit.

Then came a very spectacular stunt, a pursuit race for sidecar drivers around a ring in the sand. After two or three laps the turns were deep ruts so that if you hit 'em right they swung you around and straightened you out. Holton cared least for his frame and won a gallon can of Mobiloil "B" after three heats and semifinals.

Some Economy Stuff

Using the same ring, a gas economy test was pulled off; that is, if plugging in low and through deep sand is the way to hold such a test. Clark Eckhardt won it by going twice around the circle before his motor died. Walt Ker gave an exhibition on his Henderson afterwards and made three rounds before the motor spluttered out, but he was playing host and wouldn't take the prize, a vulcanizing outfit.

The last event, a sack race, was won by Ruddy Cisko with Charles Dombach second, but it took the judges a minute to untangle the field to see who was the winner.

With the sports over, the bunch got together and headed for home in the twilight, hoping that they would be around next season for the next "Henderson Day" to be given by Charley Krebs and Walt Ker.

MOTORCYCLE RECRUITING

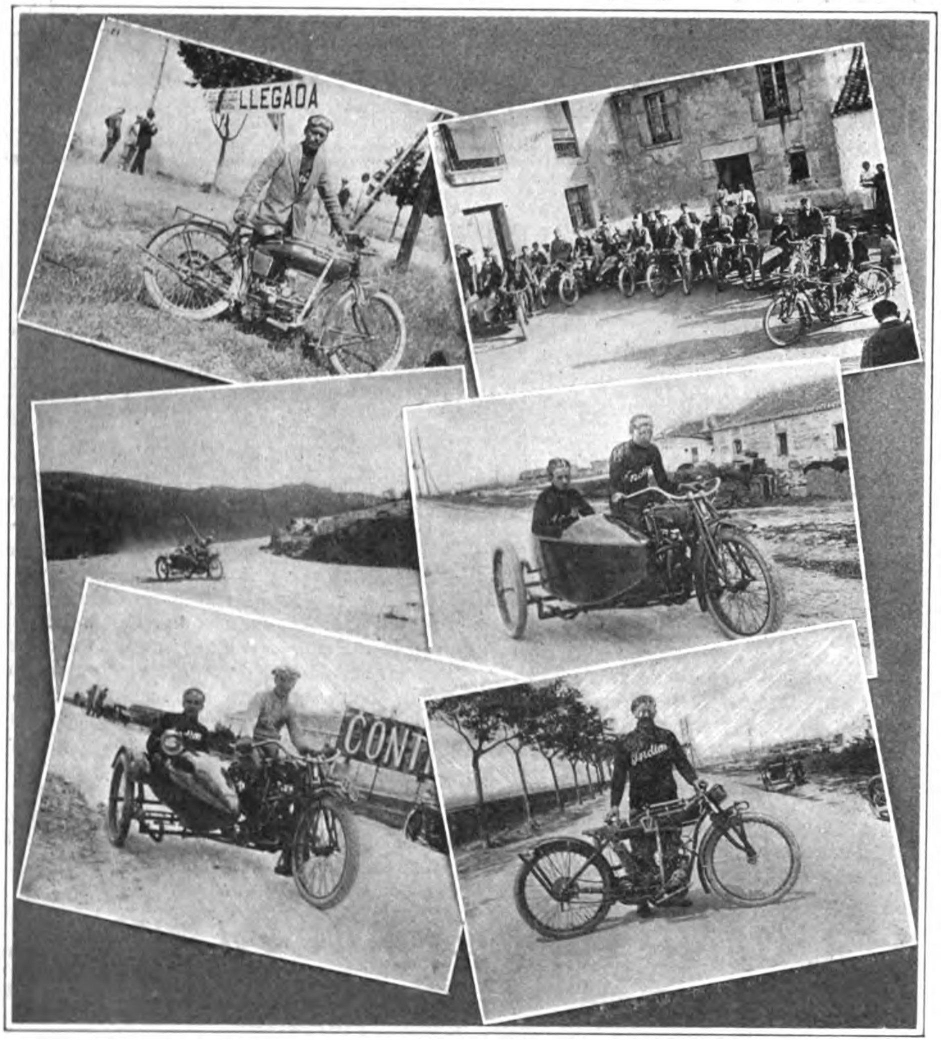
Power Two-Wheelers Are Being Used in Jersey to Line Up Volunteers

NEWARK, N. J., Aug. 28.—In order to give the young men of Bergen and Sussex counties a chance to enlist for service in the Regular Army or the New Jersey National Guard, a motorcycle recruiting staff will travel through these counties until September 10th. Sergeant Henry D. Marcus, of Passaic, will have charge of the party, assisted by Sergeant Joseph Haremza, of Paterson, and Sergeant John Borders, of Newark.

Arrangements have been made to have a recruiting station at the Bergen County Fair, which is to be held at Hohokus from August 29th to September 3d. Army officers say there are scores of young men in these counties who would be willing to enlist, but do not care to take the chance of being rejected after paying their own expenses to the nearest recruiting station. The motorcycle recruiting party has made arrangements to give the men preliminary examinations on the spot.

Corporal Ferguson will be on hand in Hohokus with a motorcycle to assist in the recruiting there.

INDIAN VICTORS IN CLASSIC SPANISH RACES



Speedsters Who Captured the Trophies in the Campeonato de Castilla and Circuito Guadarrama-Navacerrada Programs, with Both Sidecars and Solo Machines. Upper Left, Baltasar Santos, Winner in Light-weight Class in the Guadarrama-Navacerrada Race, with His Opposed-Cylinder Indian. At Right, the Indian Contingent in the Campeonata de Castilla. Center Left, Antonio Vildesola Taking a Corner in the Campeonato de Castilla. At Right, Ramon Uribesalgo, Sidecar Winner in Campeonato de Castilla. He Made the Fastest Time Ever Recorded in a Spanish Long Distance Race, 68.776 kilometers per Hour. Lower Left, Vildesola who Made the Fastest Lap in the Campeonato de Castilla. At Right, Victor Landa, who Made the Fastest Lap for Solo Machines in the Campeonato de Castilla, 89.258 Kilometers per Hour.

DISPATCH-CARRYING PLANS

Riders Will Carry Messages from Albany and Washington to New York

NEW YORK, Aug. 28.—Announcement is made that plans are about complete for the motorcycle dispatch-carrying tests to be conducted under the direction of C. W. Waughop, Donald G. Perkins, manager of the M. & A. T. A., and Professor L. L. McIntyre, of the Hotel Majestic, New York. It is the intention to have the couriers leave the three points mentioned early on Saturday morning, October 20, and dash to the Metropolis, where they are scheduled to arrive at 2:30 in the afternoon. They will proceed to the Hotel Majestic and the messages, wig-wagged from the roof of the hotel, will serve as a signal to start military maneuvers in the park opposite the hotel.

Professor McIntyre, backed by the hotel management, is laying plans to organize the motorcyclists of New York and vicinity into a big co-operative body for the promotion of both sporting and trade interests. He feels confident that no less than 1,000 riders can be affiliated with the proposed movement.

NEW WEED PRICE

Popular Folding Backrest Is Reduced to $3.50 Owing to Increased Production

NEW YORK, Aug. 28.—The Reeps Mfg. Co., producing the popular Weed folding backrest, announces that it has so protected itself on raw materials and increased its output that a reduction has been found possible in the list price of the backtest. The new price, effective Aug. 27, is $3.50. The old price was $4.50. The simplicity of the new model Weed backrest has aided the company materially in cutting down factory costs, in spite of a rising market. Only one model of the backrest is now marketed, this being equipped with fittings suitable for attaching to the various types of saddles.

NEW FRASSE BOOK ON STEELS

NEW YORK, Aug. 28.—A book that is as valuable from an instructional point of view as it is attractive typographically and pictorially has just been issued by Peter A. Frasse & Co., Inc., 417-421 Canal street, New York, concerning Frasse-Electric steels. The frontispiece shows a view of the Frasse steel works at Hartford, Conn., and there are other photos of the Philadelphia, New York and Buffalo offices and warehouses. The body of the book is given up to tabulated data on the quality processes by which Frasse products are turned out, with full specifications.

DODGE BROADENS HIS SCOPE

CLEVELAND, O.—Benton Dodge, for several years advertising manager of the Standard Welding Co., has been appointed Manager of Advertising for the Standard Parts Co., comprising the following concerns: Standard Welding Co., American Ball Bearing Co., Perfection Spring Co. and Perfection Heater Co., of Cleveland; Western Spring and Axle Co., of Detroit, and the Bock Roller Bearing Co., of Toledo. Mr. Dodge will make his headquarters in the Hickox Building, Cleveland.

McEACHEN RETURNS FROM TRIP

SAN FRANCISCO, Cal., Aug. 24.—H. G. McEachen, western representative of the advertising department of the Firestone Tire & Rubber Co., has returned from an extended trip through the northwest and the south, going as far east as Salt Lake City, Utah. Mr. McEachen was in Los Angeles at the time that Roy Artley passed through there on his famous three-flag run from British Columbia to San Diego. The Firestone Tire & Rubber Company of Los Angeles tendered Mr. Artley a banquet at Levy's Cafe and also presented Artley with a loving cup.

TWO LIVE ONES CONFER

PROVIDENCE, R. I., Aug. 23.—G. H. "Ham" Hamilton, former head of the Federation of American Motorcyclists and now with the Federal Tire Company, was in the city this week to pay a visit to B. A. Swenson.

THE "USCO" RUN PRIZES

NEW YORK, Aug. 28.—New York State F. A. M. Commissioner G. A. Ellis announces that the failure to distribute the medals for the recent "Usco" run is due to the fact that they have not yet been received from the manufacturer. Mr. Ellis states that the medals were ordered three weeks prior to the run. With reference to the distribution of accessory prizes for the run, Mr. Ellis explains that the winning riders have failed to reply to postals sent out inviting them to make selections.

SCHACK OFF FOR PACIFIC COAST

ANGOLA, N. Y.—W. G. Schack, president of the Emblem Mfg. Co., has started on his annual trip to the Pacific Coast and through far western territory in general. Mr. Schack expects to devote a month to the trip.

SKF BOYS UNBEATABLE

Have Perfect Record in Hartford Industrial Baseball League

HARTFORD, Conn.—The SKF baseball team, representing the SKF Ball Bearing Company in the Hartford Industrial League, has come through the league season with a perfect record. Against such teams as Colt's Patent Fire Arms, New Departure Mfg. Co., Pratt & Whitney, Arrow Electric, and Hartford Rubber Works, the SKF boys have piled up a string of victories with no defeats.

This gives them a perfect percentage for the season and with it goes the league pennant. The SKF team is to meet the Singer Sewing Machine team of Bridgeport, for the industrial championship of Connecticut, and there has also been some talk of a series with the Hess-Brights of Philadelphia.

EAST INDIES RUBBER BOOM

BATAVIA, Netherlands East Indies.—A big increase in the rubber production of the Netherlands East Indies is shown by statistics for 1916, just published by the Association of Rubber Dealers. The total crop of the Netherlands East Indies in the current year is estimated at 40,700,000 pounds, an increase of 40 per cent. American capital has recently taken an increased interest in the growth of rubber in the Dutch colony.

BEDELL VISITS IN PROVIDENCE

PROVIDENCE, R. I., Aug. 23.—Alan T. Bedell, transcontinental record-holder, called on Manager Andrews of the Henderson agency here last week. Bedell came here for a short visit after which he went to New Bedford, Mass., and thence to Martha's Vineyard for a short rest.

FIRESTONE ACCESSORY NUMBER

AKRON, O.—The August issue of *The Firestone* is listed as an Accessory Number and is unusually attractive from the dealer's angle, because of the bright and breezy manner in which the big subject is handled. An article by President H. S. Firestone, "Three Important Lessons My Business Has Taught Me," opens the number and succeeding pages carry striking pictures and text of interest to the trade in general. Two full pages are devoted to pictures of the motorcycle Gypsy Tours. The cycle tire section is crammed with snappy paragraphs and photos relative to both motorcycles and bicycles.

TOURING NEW ENGLAND STATES

READING, Pa.—Samuel L. Killian and J. Wellington Shupp have left for a motorcycle trip of two months through the New England States, the outing being made in Mr. Shupp's Indian sidecar combination. The tourists expect to cover about 1500 miles.

SEPTEMBER DAYTONAGRAMS

DAYTON, O.—The current number of Daytonagrams, house organ of the Davis Sewing Machine Co., carries on the front page a striking photo of the company's officers and branch office managers, taken at the entrance to the plant when the branch heads were there recently for a conference. The remainder of the periodical is given up to timely and constructive suggestions for dealers.

RACE MEET FOR OTIS, KAN.

ELLSWORTH, Kan.—Paul Warner, perennial motorcycle booster, reports that L. E. Kerbs is promoting a race meet for Sept. 3-4 at Otis, Kan., on the only mile track in the State. The program is sanctioned by the F. A. M. and about $600 in prizes will be hung up.

PIONEER M. C. REORGANIZED

LOUISVILLE, Ky.—E. O. Coleman, the first colored motorcyclist in this section of the State, has reorganized the Pioneer Motorcycle Club in this city. The new president is George W. Coleman. There are 18 members at present. E. O. Coleman is a professional pianist and an ardent Indian rider. With the president of the Pioneer organization, he is planning to hold a run from Louisville to Lexington during the holding of the Lexington Fair, Aug. 28-Sept. 1.

PENNSYLVANIA BELIEVERS IN GOOD FELLOWSHIP IDEA

Riders of Reading and Vicinity on a Social Tour of Exploration Into the Mountains with Their Husky R-S Mounts—Everybody Smiling

U. S. MOTORCYCLE TAX

Proposed Bill Calls for Payment of $2.50 Annually by Motorcyclists

WASHINGTON, D. C.—The proposed new U. S. tax bill, which includes taxation for motorcycles, states that a fee of $2.50 shall be collected from each motorcyclist on July 1 of each year after the bill becomes law, and upon the purchase of a motorcycle, if on any other date than July 1. In the case of a tax imposed upon a motorcyclist at the time of the purchase of his machine, on any other date than July 1, the amount paid shall be the same number of twelfths of the full amount of the tax as the number of calendar months, including month of sale, remaining prior to the following July 1. The tax payable in any year will be reduced by ten per cent of the basic amount for each twelve months that elapse after the original sale, but with the understanding that it shall not be reduced below fifty per cent of the full amount.

MOTORCYCLES FOR FORT OMAHA

OMAHA, Neb.—Announcement has been made by Victor H. Roos, Harley-Davidson agent, upon his return from the factory that 40 of the Harley-Davidson motorcycles included in the Government's order will be sent to Fort Omaha, where the U. S. Balloon School is located. The machines will be equipped with sidecars and will be used for dispatch work, signal work, etc.

AVERAGED 53.6 MILES PER HOUR

CINCINNATI, O.—In setting his world's record for 500 miles, 1,000 miles, and for 12 and 24 hours with a sidecar at the Cincinnati Speedway on August 14-15, "Teddy" Carroll averaged 53.6 miles per hour for the entire 24 hours of riding, and not 48.28 as originally stated. Carroll covered 1275-7/8 miles during the entire period of 24 hours, driving a stock Powerplus Indian sidecar outfit.

CABANA SELLS PRIZE-WINNERS

BUFFALO, N. Y., Aug. 18.—Oliver Cabana, Jr., head of the Buffalo Specialty Co., and also well known as a breeder of prize cattle, has made arrangements to sell Albina Josie King, one of his prize bulls, to Canadian breeders for $25,000. The Canadians also took two yearling daughters of Rag Apple Horndyke for $5,000 each. The three animals are to form the nucleus of a Holstein herd in the Northwest.

OHIO'S ROAD APPROPRIATIONS

COLUMBUS, Ohio, August 23.—The Ohio share of the Federal road fund for the fiscal year 1918-1919 will be about $561,000. This amount has been allotted the State by the Department of Agriculture at Washington. Added to the allotments for two years preceding, Ohio's total amounts to $1,122,000.

INDIAN LIGHTWEIGHT FOR JAP

PROVIDENCE, R. I., Aug. 23.—Tayamara Miyoshito, a valet for Dutee W. Flint, the leading Ford agent who has 16 stores in this State and Connecticut, has purchased a light twin Indian, which he will use in doing errands for the automobile magnate.

MOTOR EQUIPMENT OF MILWAUKEE'S FIRST REGIMENT AMBULANCE CORPS

[illegible] Trucks and [illegible] and Their Officers. [illegible] of Milwaukee

[illegible] AMBULANCE

[illegible]

[illegible]

LATE NEWS NOTES OF THE FRISCO TRADE

[illegible]

[illegible]

[illegible] local representative of the [illegible] Cleveland [illegible] has just returned from a business trip to Los Angeles.

Charles [illegible], vice president of the San Francisco M. C., is enjoying a two weeks' vacation, accompanied by Mrs. [illegible] in the [illegible]. He will tour central California, going first to Lake Tahoe.

[illegible] Smith of the [illegible] is now in Los Angeles on a business trip for his firm. He is expected back in a few days.

[illegible]

[illegible]

[illegible] through the city at the rate of [illegible] and [illegible] miles per hour.

[illegible] ON INDIA MOTOR IMPORTS

Washington, [illegible]—Information has [illegible] that the prohibition of the importation into British India of motor [illegible] motorcycles, parts and accessories which was modified by the provision that licenses would be granted for motorcycles and parts already paid for before [illegible] has been [illegible] again. The [illegible] now applies [illegible] motorcycles and parts shipped before [illegible].

[illegible] JOINS NAVY

Providence, R. I., July [illegible].—Charles [illegible] has enlisted in the navy. [illegible] has been stationed at Newport.

A LETTER FROM JAPAN

The Editors: I find MOTORCYCLE & BICYCLE ILLUSTRATED very interesting and am glad to say that it has increased my interest in riding. I think my present subscription will soon expire, so I enclose $3 by postal order for another year's subscription so that I may not miss any copies.

SCICHIRO HIROBE

Tokio, Japan.

FRISCO BUSINESS BOOMS

Motorcycle and Bicycle Dealers Report Fine Business and Good Prospects

SAN FRANCISCO, Cal., Aug. [illegible].—Business is splendid. The dealers [illegible] makes of motorcycles and bicycles state that sales have [illegible] wonderfully since the first of August. The past week has been noticeable for the many new sales, though the call for second hand continues [illegible] and a good second-hand stays in the store only long enough to be put in good running order.

Aside from the sales that are being made daily, there are many inquiries every day and a large majority of these prospects are owners of automobiles who have decided to discontinue the use of their cars until such time as the expense of their upkeep is reduced.

WANT MOTORCYCLE CATALOGS

Washington, [illegible].—The Bureau of Foreign and Domestic Commerce desires to obtain a collection of trade catalogs covering American products, and among those wanted are motorcycle and parts and accessories catalogs.

LOUDENCLOS PRAISES OUTLOOK

SAN FRANCISCO, Cal., Aug. 13.—Ed. Loudenclos, local representative of the Henderson motorcycle, reports an unusual business for the past week. Three new sales were made in the last two days of the week, and two more sales made Monday. Loudenclos states that the outlook for the motorcycle business was never better.

DEALERS TO EXHIBIT AT FAIR

READING, Pa.—A tent 40 by 100 feet will be provided for the motorcycles, bicycles and accessories to be displayed by Reading dealers at the annual fair, September 18-22. All the Reading dealers have made arrangements to take space and the exhibition promised to be a fruitful one. The fair is expected to attract about 300,000 people, in view of the fact that there will be no Allentown Fair this year.

DEALER A WISE ONE

London, Ont., Dealer Takes Advantage of Car Company's Demand on Postman

LONDON, Ont.—Another striking bicycle advertising stunt was pulled off by G. A. Wenige, of the Bicycle & Motor Sales Company, of London, Ont., when the London Street Railway Co. demanded $50 per year to carry each of 46 postmen on the local force without collecting the usual fare for each trip. The street railway people asked the government for $2,300 to carry the postmen throughout the year. Wenige then came out with a big advertisement in a local paper, in which he suggested that the postmen be equipped with Brantford bicycles at $45, which they could use for many years.

One of the features of the display is the reproduction of a clipping from the editorial section of the previous day's issue, which refers to the negotiations between the railway company and the post office authorities with reference to the payment for carfare for postmen.

POPE MAKES A STIFF CLIMB

FARMINGTON, Ill.—John Balagna, agent for Pope motorcycles and Columbia bicycles in Farmington, decided recently to show the assembled multitude what his Pope three-speed could do in the way of hill-climbing and he picked out Elmwood Mound for the demonstration. The Mound is an old coal mine slag pile 100 feet high which had never before been climbed by anything on wheels. The average grade along the old cable road leading to the top is 45 degrees, but Balagna reports that his Pope made the ascent with colors flying.

GOOD ROADS FOR KENTUCKY

CINCINNATI, Ohio, August 23.—Plans have been begun by the Dixie Highway Committee of the Cincinnati Automobile Club toward raising $50,000 in an effort to complete the road through Rockcastle and Laurel counties in the Wildcat sections of Kentucky. A. M. Penniman, of Berea, Ky., has been in Cincinnati representing the Kentuckians. He will be in charge of the campaign in Ohio. Subscriptions have been coming in until more than $10,000 have been pledged. Carl Fisher of Indianapolis gave $5,000. The highway will receive an additional $50,000 from the Federal road funds. Efforts will be made to complete the work before winter sets in.

CITY GAS FOR EDINBURGH MOTORS

EDINBURGH, Scotland.—As first-quality petrol is no longer obtainable for private motor vehicles in Edinburgh, some motorists, particularly the proprietors of bus lines, are experimenting with ordinary city gas. The gas is carried in a rubber-canvas bag. Satisfactory combustion of the gas has not yet been obtained, but it is believed that this difficulty can be overcome. Second-quality petrol now sells in Edinburgh for 71 to 78 cents a gallon, and the substitutes on the market bring from 53 to 58 cents per gallon.

MILWAUKEE ENDURANCE REFEREE

MILWAUKEE, Wis.—Announcement is made that State F. A. M. Referee J. J. Lantry will supervise the starting and checking of participants in the 500-mile Military Endurance Run of the Milwaukee M. C. Sept. 2-3. The club committee in charge of the contest is made up of Art Herrington and Ben McGinnis. Secretary Hugh Sharp and a committee of dealers will go out to mark the course in a few days.

Haverford Sales Are 22 Per Cent. Ahead of Last Season, Says President Max Sladkin

Max Sladkin

PHILADELPHIA, Pa.—Any temporary unsettling of the cycle sales market incidental to the declaration of war by the United States has been successfully overcome, so far as the Haverford Cycle Company is concerned, by the simple process of injecting a little more ginger into the sales campaign. So fully have war-time disturbances been offset in this way that the Haverford Company reports business for the present season about 22 per cent. ahead of last year's sales. This increase applies to all lines handled by the company.

"Since the conscription law was passed and the draft made operative conditions have become more settled," said President Max Sladkin, of the Haverford Company, in conversation with a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED a few days ago. "While a considerable number of young men have been called from their usual trades and lines of business, their places are being taken by others who have more money to gratify their needs than ever before. These young men will be heavy buyers of cycles.

"The policy of the Haverford company with reference to the young men who have been called to the colors will be most liberal," continued President Sladkin. "This company will take care of their machines without charge while they are in the service of the United States."

The Haverford company has gone so far as to maintain a recruiting station at its main office, 503 Market street, with the view of putting motorcyclists in touch with the proper enlisting authorities. This recruiting branch has been in charge of a lieutenant of the regular army, and has been very successful.

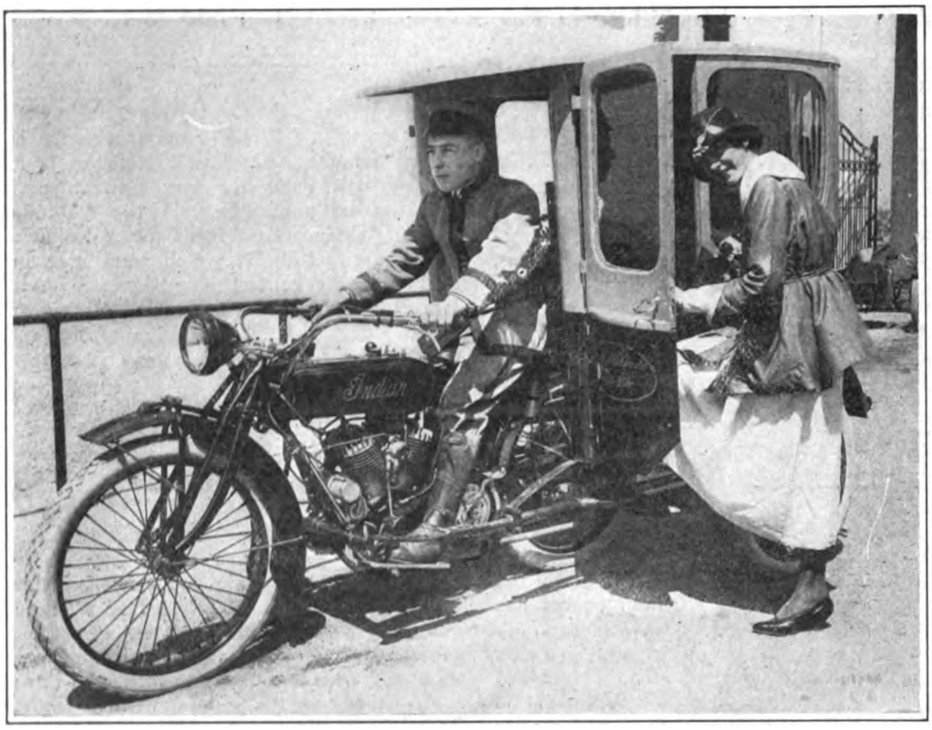
OMAHA RACES SEPTEMBER 9

OMAHA, Neb., Aug. 20.—The Omaha M. C. will stage a big racemeet in this city on Sunday, September 9, at the Omaha Speedway. The feature event will be a hundred-mile open race on the boards, for 61-inch motors. First prize, $150; second, $100; third, $50.

DIRECTORY OF ADVERTISERS

	Page
Angsten-Koch Co., 4062-68 Princeton Ave., Chicago, Ill.	48
Benton Co., L. F., Vergennes, Vt.	45
Bearings Co. of America, Lancaster, Pa.	48
Bosch Magneto Co., 204 W. 46th St., New York City	Cover 3
Duckworth Chain & Mfg. Co., Springfield, Mass.	47
Eclipse Machine Co., Elmira, N. Y.	9
Emblem Mfg. Co., Angola, N. Y.	Cover 2
Ericsson Mfg. Co., 1116 Military Road, Buffalo, N. Y.	48
Excelsior Motor Mfg. & Sup. Co., 3703 Cortland St., Chicago, Ill.	1
Federal Miniature Lamp Div., 509 So. Jefferson St., Chicago, Ill.	48
Fentress-Newton Mfg. Co., 253 Lafayette Blvd., Detroit, Mich.	45
Firestone Tire & Rubber Co., Akron, Ohio	Cover 4
Goodyear Tire & Rubber Co., Akron, Ohio	2-3
Harley-Davidson Motor Co., Milwaukee, Wis.	5
Hendee Mfg. Co., Springfield, Mass.	7
Henderson Motorcycle Co., Detroit, Mich.	41
Miami Cycle & Mfg. Co., Middletown, Ohio	48
New Departure Mfg. Co., Bristol, Conn.	4
Racine Rubber Co., Racine, Wis.	43
Reading Standard Co., Reading, Pa.	45
Remy Electric Co., Detroit, Mich.	8
Rogers Mfg. Co., 337 W. Madison St., Chicago, Ill.	45
Rose Mfg. Co., Philadelphia, Pa.	45
Reeps Mfg. Co., 50 Church St., N. Y.	43
Sargent, Lester L., N.W. Cor. 10th & F Sts., Washington, D. C.	48
Standard Co., Torrington, Conn.	44
Standard Welding Co., Cleveland, Ohio	Cover 2
Stevens & Co., 375 Broadway, New York	48
United States Tire Co., 58th St. and Broadway, N. Y. City	10
Wald Mfg. Co., Sheboygan, Wis.	48
Westfield Mfg. Co., 11 Cycle St., Westfield, Mass.	6
Wheeler-Schebler Carburetor Co., Indianapolis, Ind.	47

THIS MOTORCYCLE ENTHUSIAST TRAVELS IN STATE



Indian-Cygnet Combination Used by the Hippodrome, Los Angeles, for the Convenience of Its Performers; It's an Attention-Getter Wherever It Goes

BABCOCK'S NEW STUNT

Former Brooklyn Racing Cyclist Tries Motorcycle in His Looping Act

BROCKVILLE, Ontario.—When Oscar V. Babcock, the former famous professional racing cyclist, opened his well-known loop-the-loop act at Brockville, Ontario, on Monday, August 20, he presented an entirely new sensation in which a special Indian motorcycle was used in place of his nickel-plated bicycle. Babcock had rebuilt his apparatus so that he can do his loop with the motorcycle.

There is no connection between the road wheels and the engine of the Indian mount. This is unnecessary as Babcock merely coasts down the steep incline in order to get momentum for the loop and leap. The engine roars during the descent and circuit, but Babcock admits that there is scarcely any difference between the motorcycle and bicycle as far as his personal efforts are concerned.

SWENSON GOING CAMPING

PROVIDENCE, R. I., Aug. 23.—B. A. Swenson, who last year took a two weeks' motorcycle trip alone through New Hampshire and Maine with his machine leden with a camping outfit, is contemplating another similar trip soon. Mr. Swenson says he has earned a rest.

FEDERAL STOCK FOR EMPLOYES

CUDAHY, Wis., Aug. 27.—Following applications from many of the employes of the Federal Rubber Co. for the privilege of purchasing stock in the company, the Board of Directors has arranged to place at the disposal of the workers a certain amount of Second Preferred stock. This stock, which is dividend bearing, will, by reason of the limited number of shares available, be offered primarily to those employes holding positions of responsibility and whose terms of service with the Federal company cover a considerable period.

SOME TRAVELER IS ANDREWS

PROVIDENCE, R. I., Aug. 23.—H. E. Andrews, manager of the Henderson agency here, made an usual trip to New Hampshire early this week. After closing his store at 11 o'clock last Saturday night, he tuned up his Henderson and at midnight left for Boston, where he met a friend. At 7 o'clock he was eating breakfast in Portsmouth, N. H. Andrews continued on up to the Weirs where he had dinner. Some little time was spent there after which he returned to Boston for supper. He was back in Providence at 7 o'clock Sunday night, having covered over 300 miles.

CLEVELAND TRADE BITS

William J. Lister, Harley-Davidson representative at Cleveland, was married recently to Miss Gertrude Thorne, of Cleveland. They will be at home to friends after September 1st at 1826 E. 55th street.

The Lister Motor Company has delivered 375 Harley-Davidsons so far this year, and has just made a delivery of five motorcycles to the City Building Department. They report unusual activity in the sidecar field.

L. J. Kellner, manager of the Haverford Cycle Company's Cleveland branch, reports that the bicycle business is satisfactory in his district, but that motorcycle sales have been held back a little of late by the unsettled conditions in his territory.

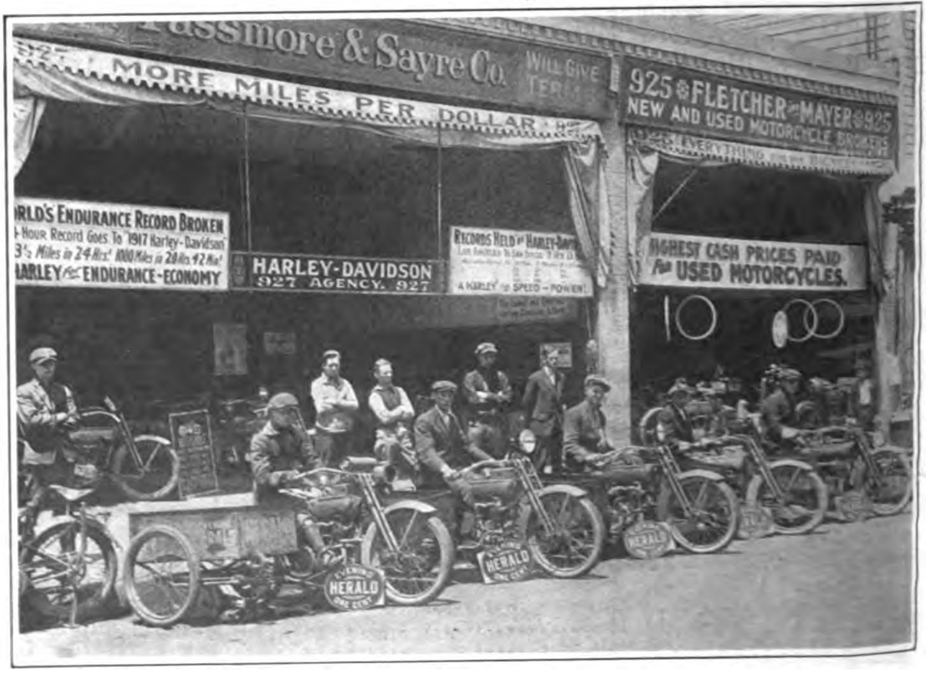
SIEBERT TAKES ON THE EXCELSIOR

LA PORTE, Ind., Aug. 20.—August Siebert has taken the agency for the Excelsior motorcycle in La Porte, and has opened a store at 503 Michigan avenue.

EXPECT BIG LIGHTWEIGHT DEMAND

ROCHESTER, N. Y., Aug. 27.—Towner Bros., local Dayton and Cleveland dealers, are concentrating their efforts these days on sales of lightweight machines, in the belief that the general tendency towards war-time economy on the part of business, professional and factory men will result in many sales of the low-powered mounts.

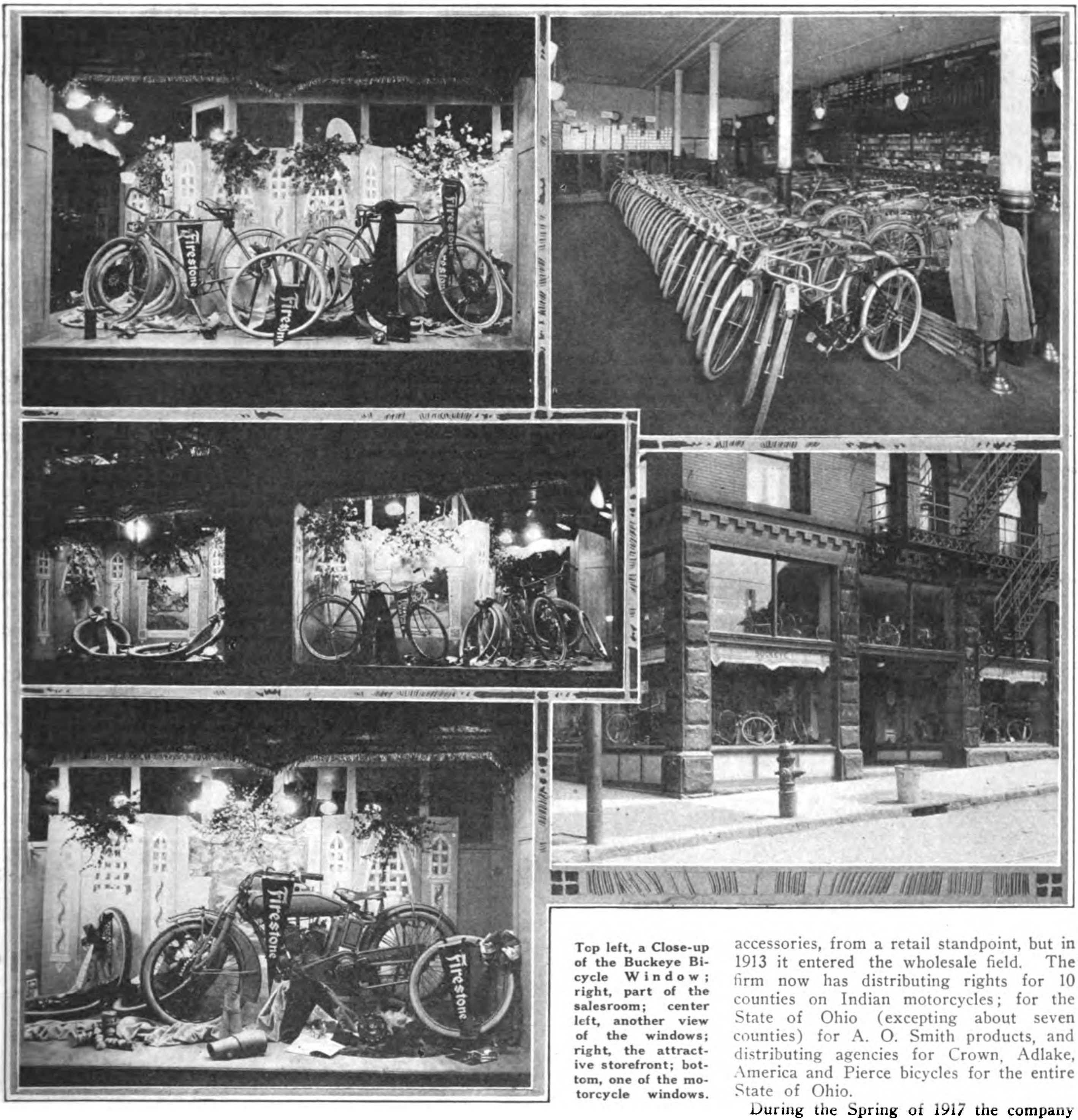
FLEET OF MOTORCYCLES DELIVER LOS ANGELES PAPER


Passmore & Sayre Co.
WILL GIVE TERMS
MORE MILES PER DOLLAR
925 FLETCHER and MAYER 925
NEW AND USED MOTORCYCLE BROKERS
WORLD'S ENDURANCE RECORD BROKEN
24-Hour Record Goes To 1917 Harley-Davidson
1013½ Miles in 24 Hrs! 1000 Miles in 23 Hrs 42 Min!
HARLEY for ENDURANCE-ECONOMY
HARLEY-DAVIDSON
927 AGENCY. 927
RECORDS HELD by HARLEY-DAVIDSON
A HARLEY for SPEED-POWER
HIGHEST CASH PRICES PAID For USED MOTORCYCLES.
HERALD

These Harley-Davidsons Carry the Evening Herald to Suburban Points and Have Resulted in Time-Saving and Greater All-Round Satisfaction

MODEL AGENCY OF BUCKEYE COMPANY IN AKRON

A Striking Example of the Prosperity That Is Possible in the Cycle Field



Top left, a Close-up of the Buckeye Bicycle Window; right, part of the salesroom; center left, another view of the windows; right, the attractive storefront; bottom, one of the motorcycle windows.

AKRON, O., Aug. 27.—One of the finest motorcycle and bicycle establishments to be found in the length and breadth of the land is that operated by the Buckeye Motor & Cycle Co., 65-69 E. Mill street, Akron, O., as is strikingly illustrated by the accompanying layout of photographs. The Buckeye building has a frontage of 40 feet on Mill street, and a depth of 120 feet on High street, being situated in the downtown district where thousands of people pass daily. The building is owned outright by the Buckeye folks.

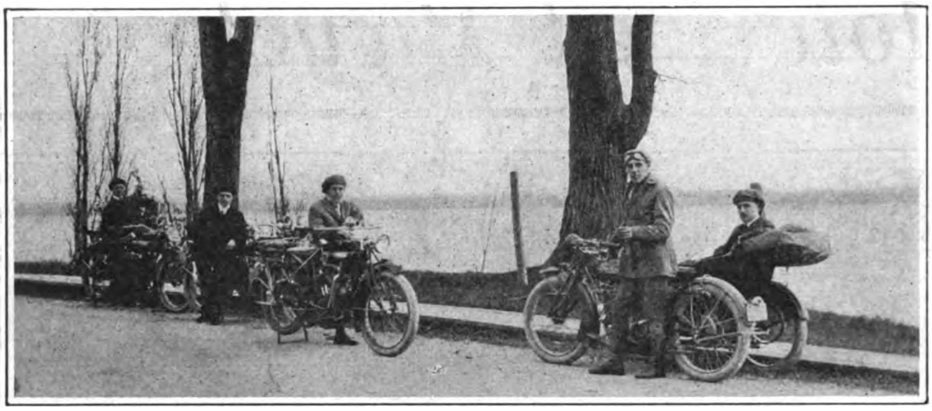
The Buckeye company was incorporated in 1909 as a retail bicycle and motorcycle business. The store at that time was only 18 by 50 feet, and was located a considerable distance from the main business district. In 1909 the company moved to its present location, at that time occupying half of the present store. Progress was rapid, and in 1915 the company was obliged to seek more space. The building next door was then leased, pending the time when the company could occupy the other half of the building which it owned, and which at that time was under lease. It was then that the company put in the present up-to-date storefront, and also equipped the basement along cycle lines.

In 1909 the company's business consisted exclusively of motorcycles, bicycles and accessories, from a retail standpoint, but in 1913 it entered the wholesale field. The firm now has distributing rights for 10 counties on Indian motorcycles; for the State of Ohio (excepting about seven counties) for A. O. Smith products, and distributing agencies for Crown, Adlake, America and Pierce bicycles for the entire State of Ohio.

During the Spring of 1917 the company distributed 25 per cent. more motorcycles than during the corresponding period of 1916, and it has also shown an interest of 100 per cent. over last years' business on Smith Motor Wheels. The Buckeye folks have shipped more than 5,000 bicycles throughout the State during the present season.

Secretary H. J. Tucker recently made a trip through some of the larger towns of the State, with a view of finding out how the dealers looked upon motorcycle and bicycle prospects. He found in towns of 25,000 inhabitants or more that the business is greater than in any previous year, and that the general outlook is good.

MOTORCYCLE POPULAR WITH CANADIAN SPORTSMEN



The Dreier Party En Route

MONTREAL, Que.—Canada, **the haunt of big game, as well as the paradise of** all lovers of the **great outdoors, is rapidly** going to the great hunting grounds of the country via motorcycle. The use of the motorcycle in conjunction with hunting excursions is on the increase, and the sportsmen find the power two-wheeler a valuable and enjoyable means of getting to their favorite fishing stream or game grounds.

Edward Dreier, one of the live wires in Canada's advertising fraternity, and his brother, recently returned from a trip which took them into some of the most productive game stops to be found in and around Montreal. Both are extremely enthusiastic motorcyclists and lose no opportunity to spin out into the country surrounding Montreal. The fraternal spirit manifested between the riders of all makes of machines is one of the reasons that the sport is on the incline in Canada. Mr. Dreier uses an Indian Powerplus, 1917 model.

BOOSTER ELLIS ENTERTAINED

CHAMBERSBURG, Pa., Aug. 28.—While George Ellis was in this city in connection with his boosting campaign for U. S. Usco tires, he was entertained by the Queen City M. C., with the cooperation of C. A. Markely, of the United States tire branch. Ellis, who is New York State F. A. M. Commissioner, gave the boys a convincing talk on Federation affairs and succeeded in working up considerable enthusiasm. The riders requested later that Mr. Ellis assist them by suggesting methods of increasing their treasury, and by way of reciprocating they have promised to join the national organization in the near future.

As a result of Mr. Ellis' suggestions, the Chambersburg riders have plans under way for a hill-climb and several indoor social affairs.

BAKER USED VALVOLINE

CINCINNATI, O., Aug. 28.—In the write-up of "Cannonball" Baker's new records, made on the Cincinnati Speedway, no mention was made of the fact that Valvoline oil was used in Baker's Indian, and as the veteran speedster feels that the oil had a good deal to do with the smooth performance of his motor throughout the test he feels that it should receive this mention.

MORE LENIENCY FOR MOTORISTS

TORONTO, Ont.—The special motorcycle constables on the Hamilton-Toronto model highway have been instructed to advise motorists in case of law infraction at the time when they are making the offense. This change has been made because motorists have been finding it difficult to remember happenings a week or two back when they are before the court. In addition magistrates are not to be paid, hereafter, according to the number of convictions which they make, while the motorcycle cops have been advised to use their discretion when confronted with purely technical violations.

SOME CALIFORNIA TRADE JOTTINGS

SAN FRANCISCO.—Mr. Smith, advertising representative for Edwin F. Merry is in Southern California on a business trip for his firm. Mr. Smith is at present in San Diego and will visit Los Angeles and Fresno before his return to San Francisco.

Geo. Wood, Henderson dealer at Fresno, is in the city on his way to the Russian River where he expects to spend two weeks fishing.

Dick Galway, one of the first motorcycle enthusiasts on the Pacific Coast, spent a few days in San Francisco last week. Galway was for many years a resident of Los Angeles, but is now located in Sacramento and is still in the motorcycle and bicycle business in that city.

Clifford Brown, who conducted a cyclery in Colusa, Cal., in the building recently taken over by the Studebaker garage, has established himself on Jay street of that city and is now open for business.

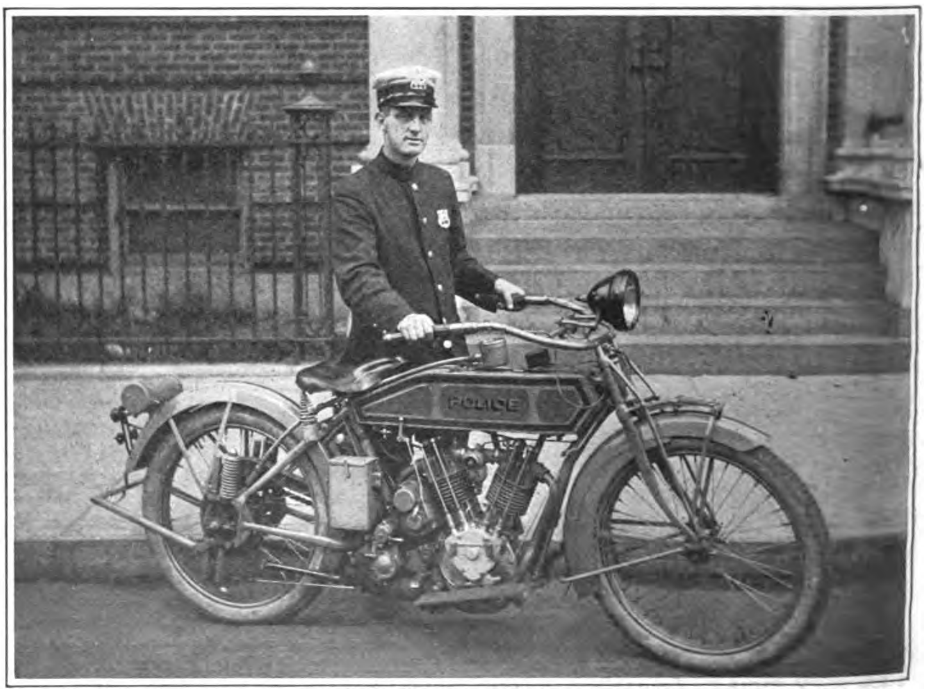
The Mission Motor Cycle & Auto Supply Co. of San Francisco has discontinued its business and opened under the name of Martin Armstrong & Morehead. The new firm will operate at 3244 Mission street.

B. Coslake, of the Firestone Rubber & Tire Co. is in San Francisco. Coslake's territory covers all the states west of Denver and he states that business all along the line has never been better.

AMARAL RECEIVES BIG SHIPMENT

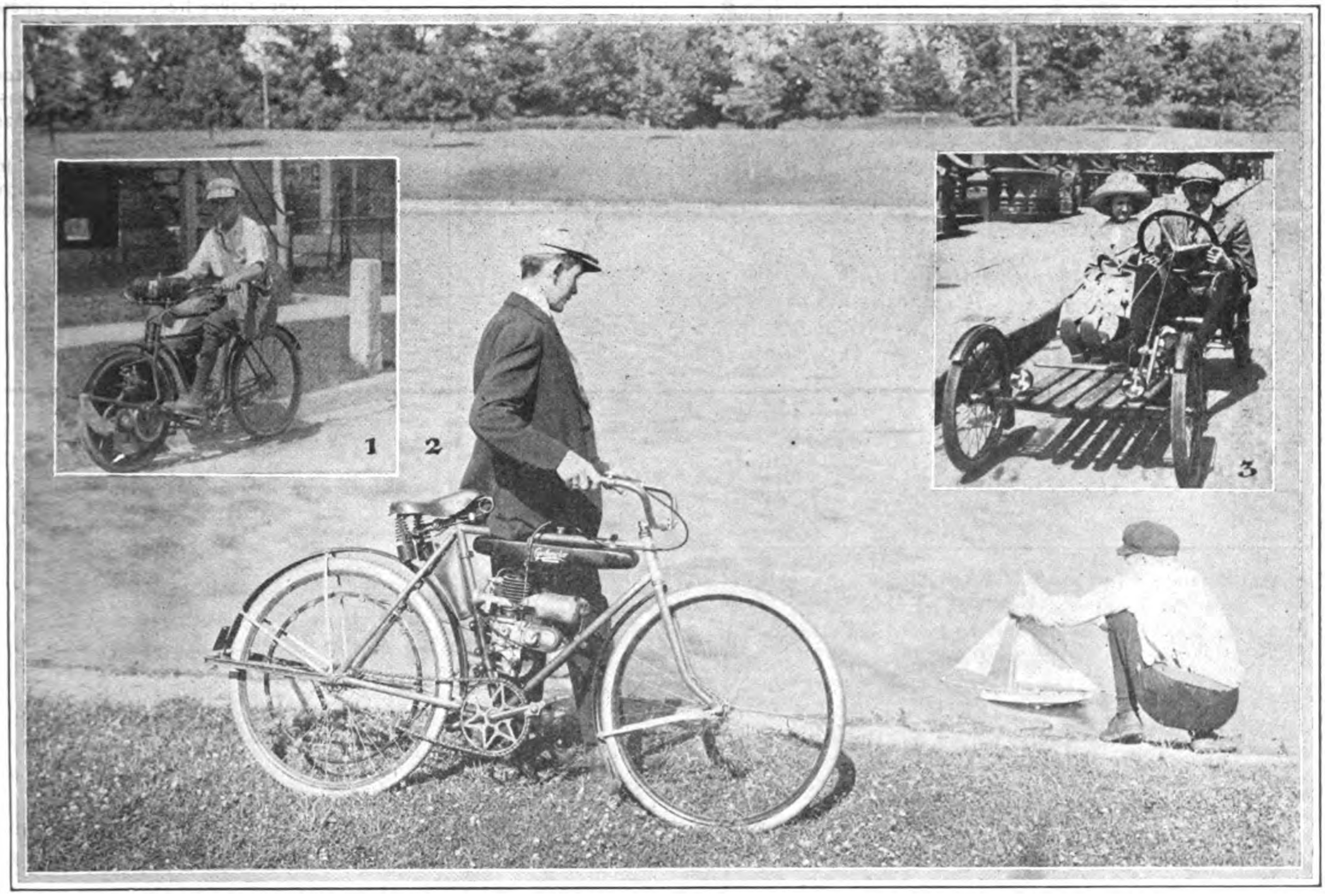
SALINAS, Cal., Aug. 24.—Amaral, the local bicycle man, has just received a big shipment of bicycles and bicycle tires at his establishment at 249 Main street.

POPE IN USE BY HOBOKEN POLICE DEPARTMENT



Peter Brignoli, Pope Dealer in Hoboken, N. J., Has Recently Placed Several New Popes with the Local Force; the Photo Shows One of Them

The Motorized Bicycle



1. Printer's Boy Out After Copy on His Dayton Motor Bicycle. 2. Cyclemotor Enthusiast Stops at Park Lake in Rochester to Get a Reminder of the Good Old Days. 3. Two Smith Flyer Boosters Enjoying a Spin

VALUE OF DEMONSTRATIONS

Cyclemotor Dealers Say the Popular Little Power Attachment Sells Itself

ROCHESTER, N. Y., Aug. 27.—Cyclemotor salesmen and dealers agree in saying that "it's the actual demonstration of the outfit that makes the sale," and although the Cyclemotor Corporation has recently issued a new series of picture machine slides announcing the $60 retail price, and has also supplied dealers with snappy window streamers, advertising cuts and illustrated circulars, the fact remains that the performance of the little power plant itself continues to be the strongest educational influence.

The first thing a new agent does when his cyclemotor demonstrator arrives is to place it in prominent view in his front window or out on the sidewalk, and then make good use of his supply of pennants and window signs. The reports show that a crowd of live prospects quickly gathers, and then it only remains for the dealer to stage an actual riding demonstration, with a few fancy turns or figure "8's" to convince the onlookers that they need Cyclemotors. This procedure has brought excellent results all over the country, according to reports of the Cyclemotor agents.

Agent D. Marshall, the Cyclemotor man in Lebanon, N. H., is working on the "a-ride-means-a-sale" plan, and reports it a great success. When a prospect is reluctant to open his wallet for a purchase, Marshall simply arranges to get him on the machine for a short ride. That usually closes the deal.

DAYTON FOR PRINTING HOUSE

DAYTON, O.—The movement for greater business efficiency, to the end of releasing as many workers as possible for military service, has resulted in a material boom for the Dayton Motor Bicycle. This light and dependable machine is meeting with growing favor among business houses, as is indicated by the photo above of a boy who is employed by a prominent printing concern. The lad spins around the city day in and day out, picking up copy, carrying out proofs and generally co-operating with the company's salesmen. The company reports that the Dayton Motor Biccycle has aided greatly in systematizing the outside work, and that its economy of operation has been a big factor.

THE A. O. SMITH OUTING

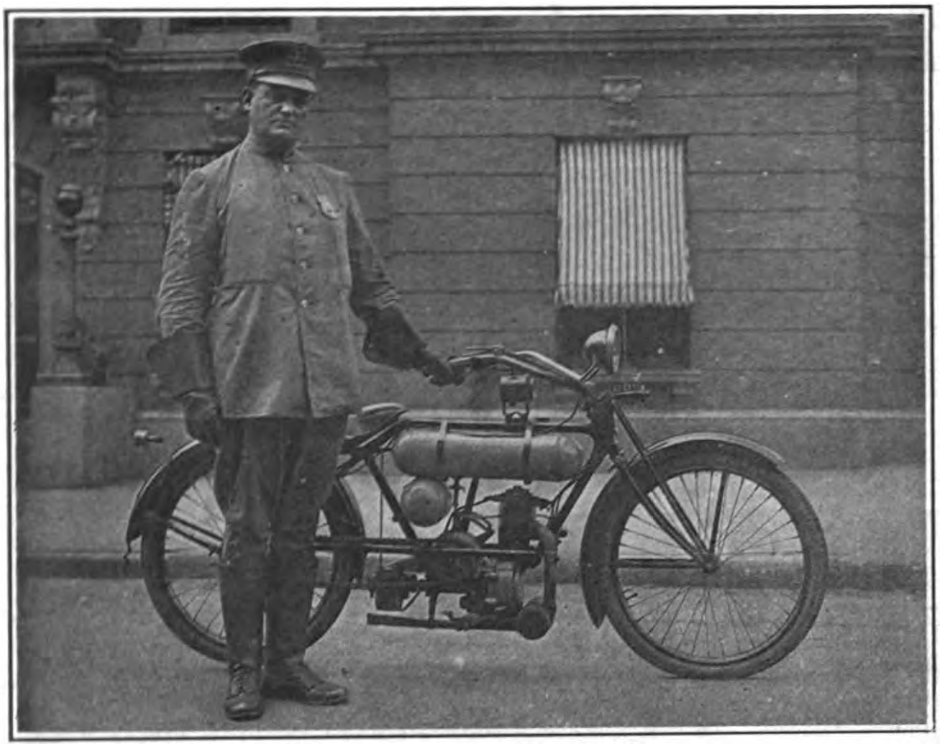
There Was Plenty of Doings and Competitive Events for Smith Makers

MILWAUKEE, Wis., Aug. 25.—There was certainly plenty doing at the recent picnic and outing of the A. O. Smith Corporation, makers of the Smith Motor Wheel and Smith Flyers, which was held at Waukesha Beach. There were committees looking out for the welfare of everyone, and it was a hard matter to find the most popular, although the refreshments committee might have had the call.

Fun at the Beach

The big crowd was taken to the beach in special cars. Arriving at the beach there were eats for all hands, either by baskets or at the restaurant. The "line of march" started off with a children's parade; then came a penny scramble for the kiddies. The competitive events included stilt race, ball throwing contest, leap frog contest, tub rolling race, yacht race for a cup, and among the other remaining events was a special match on specially built Smith Flyers between "Barney Newfield" and "Jack Johnsing."

CLEVELAND SCORES A HIT WITH NEW YORK COP



Sergeant Rooney, Who Patrols Van Cortlandt Park and the New York Reservoir District, Says His Lightweight Fills the Bill Exactly; He Has a Long List of Arrests of Thieves to Prove His Assertion, and Predicts That the Department Will Soon Have More Clevelands

NEWS OF TOLEDO DEALERS

TOLEDO, O., Aug. 20.—A. T. Shea, Pierce cycle agent for Toledo, reports that he is ahead of last years' sales with this make, and that most of his transactions are on a cash basis. Shea reports a lively demand for second-hand mounts.

R. E. Doriety has taken the Iver-Johnson agency in this city, and will also give Fisk tire service in his shop at 2657 Monroe street.

E. C. Ingle announces that he will devote his entire time in the future to bicycle sales, featuring the Excelsior line.

A new shop has been opened by the Walker Cycle & Supply Company at 2220 Ashland avenue. This place will be run in connection with the company's old store at 1153 Dorr street. They are handling Excelsior and De Luxe bicycles.

E. R. Leonard, now in a new location at 823 W. Central avenue, states that he is enjoying lively sales of Wolverine bicycles. He also handles Fisk and United States tires.

E. M. Mason, located at Dorr and Hawley streets, has taken the agency for the Westminster line of bicycles.

O. S. Hitchcock, an old-timer in the bicycle business in Toledo, reports that he is selling wheels for cash only these days, his experience with the time payment plan having been discouraging.

Elmer A. Kennedy has taken the agency for Cleveland and Emblem bicycles at 3119 Monroe street.

William J. Becker has been appointed city salesman for the Fisk Rubber Company, and will make the Toledo office, at 333 21st street, his headquarters.

The De Luxe Motor Sales Company, R. C. Miller, manager, at 720 Cherry street, reports that bicycle sales are considerably ahead of last year. They are featuring the Pope line.

The Standard Specialty Company, now settled in their new location at 1033 Mack avenue, has taken on the Miami line of bicycles.

No less than 150 bicycles have been delivered so far by Leighton's Cyclery, of Toledo, which has the agency for Dayton wheels.

The Oberwegner Motor Company, distributors for the Harley-Davidson motorcycles and bicycles, and also for Pope bicycles, reports that sales are considerably ahead of last year. To date this firm has delivered about 125 machines; seven singles have been purchased by the Central Union Telephone Company for its trouble-shooters.

A. D. Rivers, of The Toledo Sporting Goods Company, reports that his company has delivered about 200 wheels so far this season. They feature the Miami line and 50 per cent of the sales have been on the light roadster.

TRADE ACTIVITIES IN ERIE

ERIE, Pa., Aug. 20.—Charles LeJeal of the LeJeal Cycle & Mobile Works, of Erie, states that he will specialize hereafter on repairs for magnetos and speedometers, in addition to handling Indian motorcycles and bicycles.

C. H. Retcher has taken charge of the Gas Engine and Cycle Company, now located in their new quarters at 9 East 7th street, the company features Pope bicycles.

F. J. Seifert, a veteran bicycle dealer of Erie, is now welcoming his patrons in his new shop at 1015 Parade street.

H. D. Trow is making improvements in his bicycle shop at 337 W. 18th street, and will have greatly improved facilities when the work now under way is completed.

F. E. Montgomery and E. E. Sury, proprietors of the Erie Cycle & Supply House, at 1718 State street, are placing their own brand of bicycle tires on the market with the trade mark "Casino."

The Anderson Cycle Works, Harley-Davidson agents at Erie, have delivered 75 machines so far this season and expect continuance of the good business. Bicycles have been added to the company's lines, the Harley-Davidson, Emblem and Star brands being handled.

DOINGS IN SANDUSKY

SANDUSKY, O., Aug. 20.—F. E. McKenna has taken the Harley-Davidson agency for Sandusky, and is now located at 133-135 Jackson street.

The Sandusky Bicycle Company, of which George Hankander is proprietor, has taken the agency for Dayton and Columbia bicycles.

CASINO COMMERCIAL SALES

CLEVELAND, O., Aug. 20.—John Zucker, of the Casino Cycle & Supply Company, Indian representatives in Cleveland, reports that the company has had a highly satisfactory year, particularly with commercial sales. The company has delivered 50 Pawerplus machines to the Police Department, one to the Street Repair Department, two to the Lakewood Police, one each to the East Cleveland and Cleveland Heights Police Department, fifteen to the East Ohio Gas Company and one to the Astrup Awning Co. The sales for the year have already passed the 300 mark.

IMPROVEMENTS BY DUNKIRK DEALER

DUNKIRK, N. Y.—Henry Shafer, Indian dealer, has just completed extensive improvements in his store and garage. Shafer handles the Gendron and Great Western bicycle lines in addition to the Indian.

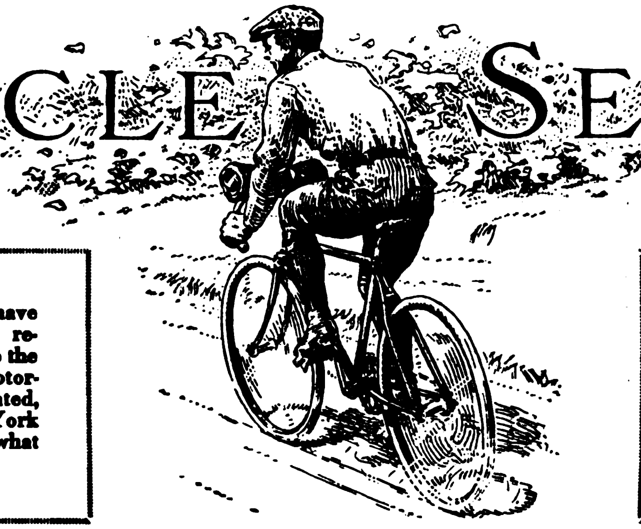
MRS. SNYDER TAKES CHARGE

SOUTH BEND, Ind.—Mrs. Geo. M Snyder has taken charge of the business formerly operated by the Lynn Motor Headquarters. The store is located at 226 Washington Boulevard.

JAMAICA SALES STILL LIVELY

MONTEGO BAY, B. W. I.—C. Gordon Parkin, handling Indian motorcycles and Raleigh (English) bicycles here, reports that his business is about 50 per cent ahead of last season in spite of the large number of young men called to the colors and the fact that high living rates have resulted in a money tightness. Gasoline sells in Montego Bay at 75 cents a gallon. Parkin recently sold a Powerplus Indian to Lieutenant F. H. Farquharson, of St. Elizabeth, Jamaica, who took it to France for army service.

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

Seeing the Empire State From a Bicycle

By A. L. Everard

(Century Road Club of America)

To really enjoy the scenic beauty of the Empire State nothing could be more satisfactory than to take a trip by bicycle. I had the pleasure, having returned August 16 from a trip to Toronto, Canada. My original intentions were to tour to Detroit, but owing to the necessity of returning to my home I very reluctantly curtailed the Detroit end of the journey.

I made my getaway from New York City early on Saturday, August 4, and it was not long before I left Broadway behind and was speeding through the small towns on the Hudson. My first stop was at Rhinebeck, where my first dinner was enjoyed. After a short stop I was soon on my way to Albany, and I landed there at 9:30 p. m. My first day's trip had left me in a mood for hunting a camping place for the night, and in no time I was in the arms of Morpheus.

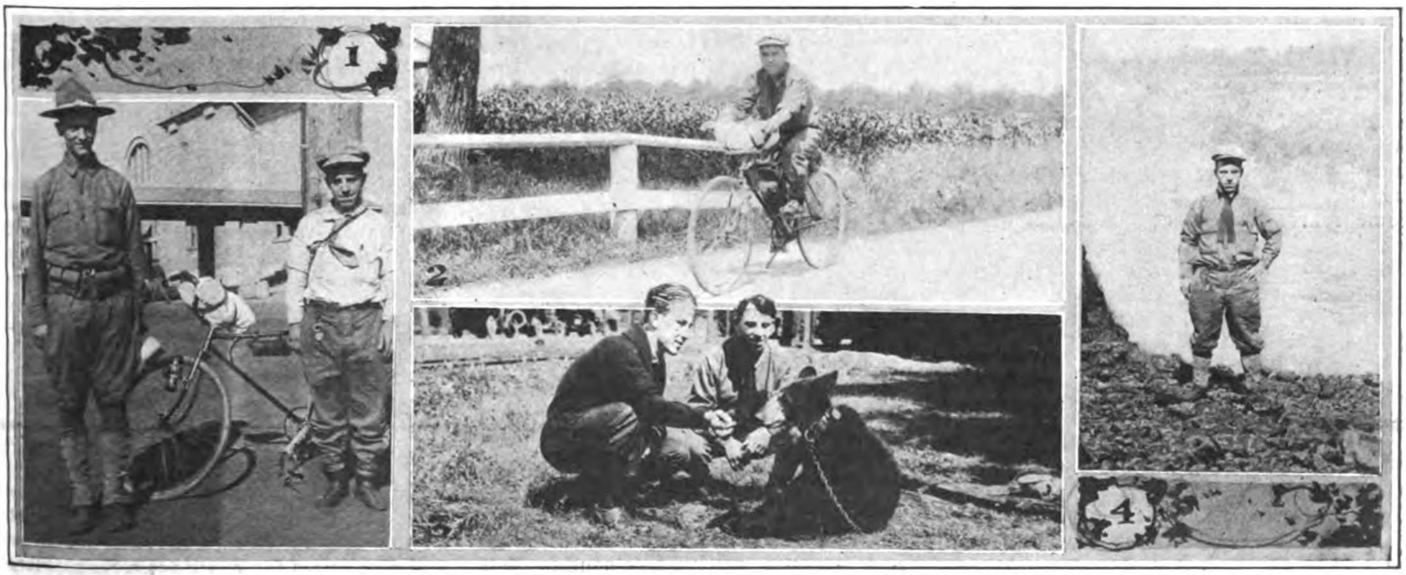
Pedals Toward the Setting Sun

Following a good night's rest and a hearty breakfast I was soon pedaling away toward the setting sun. Going through the beautiful Mohawk Valley I made good use of my kodak and secured numerous pictures that will be pleasant memories of the trip. The end of the second day saw me in Utica, where I "camped" at a hotel. Getting an early start the following day I made Syracuse as the noon whistles were announcing lunch hour.

Arriving at Syracuse I made for the State military camp, where I visited with Joseph Zabelickey, a fellow member, who is in the service of Uncle Sam. Joe acted as the "Man from Cook's" and personally conducted me through the camp. Syracuse, by the way, seems to have as many soldiers as citizens. After a farewell chat and hand shake I was on my way, and at the termination of my day's trip I found myself in Auburn, where I put up for the night.

Auburn, the home of the big State prison, was left behind early on the fourth day, and I headed my wheel for Rochester, the Flower City, where I stopped at the Franklyn House. Large helpings of gloom came my way on the fifth day. While my bicycle

WITH A. L. EVERARD ON HIS TRIP ACROSS THE EMPIRE STATE



1. Everard with His Club Mate, Joseph Zabelickey, at the State Camp at Syracuse. 2. Along the Road at Lima, N. Y. 3. Having Some Fun with a Tame Bear at Toronto. 4. The Author Snapped at Niagara Falls

and everything was all right, I was unable to start on account of a heavy falling of the wet goods. I spent the day giving Rochester the "once over," and turned in early at night for an early start for Buffalo, over 70 miles away.

Torrid weather marked the sixth day's riding, and owing to the heat I made no attempt to get past Buffalo. A visit to the docks to see the large lake steamers and a leisure trip around the city made the stop in Buffalo one of pleasure. Early on the following morning I started for Niagara Falls along the beautiful Kenilworth Drive of close to 20 miles. After spending a few hours looking over the great cataract I started to cross the bridge into Canada.

Stopped by Canadian Officials

Canadian officials stopped me to give me a close inspection, but after informing them of my destination and that I would be returning shortly I was allowed to go merrily on my way. Good advantage was taken of the opportunity to see the grandeur of the Gorge, the Canadian Falls, the famous Whirlpool and other interesting sights.

After kodaking everything imaginable I started for Toronto. Dinner was the order of the day when I hit the Ontario metropolis, and after looking the city over I started back for the U. S. A. On my way back to Niagara Falls I met up with two agreeable motorcycle tourists, who were on a pleasure jaunt, with New York City as their destination.

The motorcyclists carried a complete camping outfit, and they invited me to accompany them for the balance of the journey. It was great sport following them and the trip lost most of its monotony. Buffalo was reached that night, and the three of us stopped at a hotel, as it was a bit too late to look for a camping place.

An early call brought us all out and on our way toward home. Our camp was raised at Lima, N. Y., at the end of the eighth day. At sunrise the next day we were up and breakfasted. The camping outfit was quickly packed and we were soon on our way through Geneva and Syracuse to Utica. This was the hardest day of the trip, as over a century was accomplished since leaving Lima. No time was lost in pitching the tent and getting into Slumberland.

The Author Prepares Breakfast

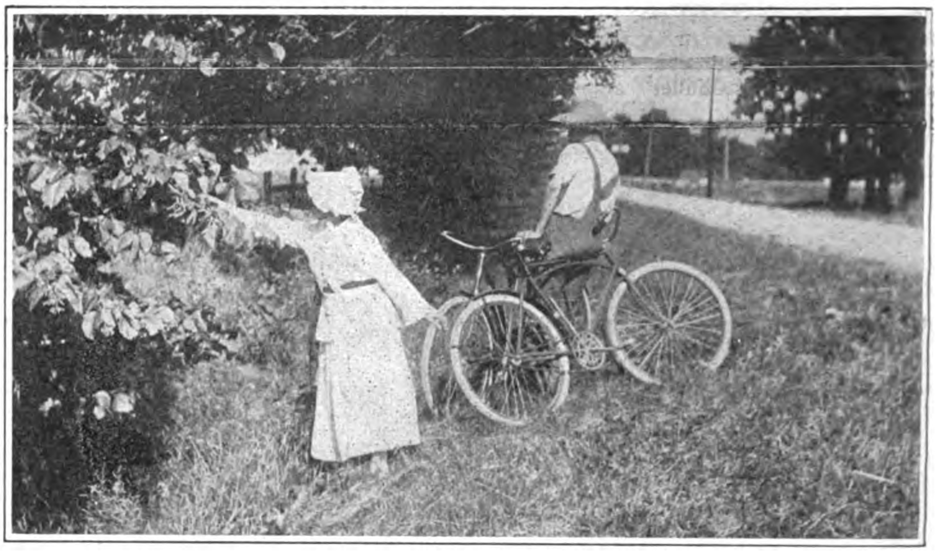
I was the first up the following day, prepared the breakfast before my companions were up, and an hour later we again hit the trail. I received by first puncture on the trip by picking up a nail while crossing some railroad tracks at Fonda. A quick repair and we were again through the beautiful country. Arriving at Scotia we decided to pitch our camp and rest for the night.

The eleventh day of the trip was a hummer. With the advantage of an early start we soon passed through Schenectady, and reaching Albany spent a few hours looking over the State Capitol and other buildings. After the sightseeing trip our journey was resumed, and we made Poughkeepsie before we decided to call it a day. We did not camp at Poughkeepsie, but, instead, stopped at a friend's house.

The sleeping was so good that we failed to get up early, hence our arriving home at an early hour was out of the question. After all, we did not mind and were soon humming for home. We ferried across the Hudson at Highland, and after a hill climb were soon in Newburgh, a city of Revolutary War fame. Refreshments that refreshed were partaken at Newburgh, after which we hit the trail through the Ramapo mountain range. Suffern, N. J., was our next stop and then the final leg to my home at Ridgefield Park.

My travel-stained companions rested at my house for the night. After breakfast they said farewell and left for the big city. My trip was made on a Superior racer and was one of 1,046 miles, every single mile an enjoyable one.

PLEASURE CYCLING THROUGH THE COUNTRY



Two Harley-Davidson Cyclists Snapped as They Stop to Pick Some of the Delicious Cherries Along the Roadside

DIDIER WINS IN PARIS

Leon Takes Seres and Darragon Into Camp in Three-Heat Paced Race

AT the Velodrome d'Hiver, Paris, Sunday, Aug. 12, the big feature was a three-cornered motor-paced match between Leon Didier, George Seres and Louis Darragon, all French riders. The race was run in three heats, 10, 20 and 30 kilometers. In the first at ten kilometers (6.2 miles), Didier won with Darragon in second place in 8:11 3-5. Didier also won the second at 20 kilometers (12.4 miles), Seres being the second man. The time was 16:10 4-5.

The third heat at 30 kilometers (18.6 miles) went to Seres in 25.05. Darragon finished second. On points Didier won with five, Seres was second with six and Darragon had seven. Darragon protested the race and the officials fined Didier and Seres $10 each. The case will be taken to the Unione Velocipedique de France, the governing body. Maurice Brocco, the Madison Square Garden gallery god's favorite, who is now in the military service of France, made his appearance at the meet in a tandem-paced race with Godivier, and lost in straight heats.

C. R. C. OF A. HOLD RACES

NEW YORK, N. Y., Aug. 25.—Members of the Century Road Club of America journeyed to Pelham Parkway last Sunday and staged three club races. The Brassard race resulted in a win for Houss over Sagho. Houss also won the five-mile handicap from the 1½-minute mark, leading H. Bell, scratch; W. Muller, scratch, and Hansbacker, 1½ minutes, over the tape in that order. The time was 15:30 2/5. Bell, Houss, Sagho and Muller was the order of the finish in the one-mile scratch. The time was 2:36 2/5.

FOREIGN RACING

At Dijon, France, July 31, Julian Pouchois, the French sprinter, won a match race from Paul Rosseau, a countryman, winning the first and third heats. Pouchois with Pellissier won a 50-kilometer team race.

Thorwald Ellegaard, the Dane, won another race at Bourges, France, July 30. Ellegaard met Henry Martin and Trouve, Frenchmen, in a match and won two heats and finished second in the other.

BOBBY WALTHOUR IS IMPROVING

NEW YORK, N. Y., Aug. 28.—According to late cable advices, received here yesterday, Bobby Walthour, the American paced rider, who was injured in a paced race at a Paris track, Sunday, August 19, is now out of danger. Walthour was said to have received a fractured skull, but the announcement received yesterday from his physicians will be pleasing news to his many friends.

FLYER AND BICYCLES AS PRIZES

CALGARY, Alberta.—Great interest is being taken locally in the subscription contest of the Calgary *News-Telegram*, the three principal prizes for which are a Smith Flyer and two bicycles.

CYCLING DERBY GOES TO FRANK KRAMER

Former Champion Wins in Straight Heats in Newark Classic; Champion Spencer and Alfred Goullet Tie for Second and in Run-Off Goullett Wins; Spencer Protests Against Teaming

NEWARK, N. J., Aug. 27.—Frank L. Kramer, the former champion, won the World's Championship Cycling Derby, the big feature at the Velodrome, yesterday afternoon. A capacity crowd that numbered 12,000 saw the East Orange man turn the trick. The race was run in heats, the winner being forced to finish first in two heats. Kramer won the first and second. Alfred Goullet and Arthur Spencer, the champion, each had a second and in the heat to decide the position Goullet won.

Kramer Starts the Pacing

In the first of the finals Kramer led off the pace with Spencer second. The trio alternated the pace and at the finish of the fourth lap the order was Spencer, Kramer and Goullet. Kramer went to the front only to be replaced by Goullet. At the bell Goullet led with Kramer and Spencer trailing. Kramer streaked it for home and Goullet battled Spencer for the second position. Spencer finally got by Goullet, but could not beat Kramer.

Evidence of a "friendly feeling" between Goullet and Kramer showed to the front in the second heat. At the start Goullet jumped away and in a half-lap had gained 40 or 50 yards. Kramer and Spencer changed pace in a leisurely manner, not seeming to care what Goullet did. Instead of going on and winning Goullet put on the brakes and allowed himself to be caught. When sprinting time came Spencer, after being "raced" on the bank by Goullet, finally got to the front and at the bell led Kramer by three lengths. Kramer putting on all speed beat Spencer in the stretch, the latter, tired from his struggle, also fell a victim to Goullet.

After the second heat was finished Spencer protested to the referee that "they were teaming." The officials stated that they were not teaming, so Spencer, seeing no chance to gain by arguing retreated to his training quarters. Goullet's failure to go when the opportune moment came brought down onto his shoulders the censure of the crowd. Goullet did not seem to be in the race for himself, but to antagonize Spencer, which he managed to do. If Goullet was trying to win he would have gone on and eventually lapped both Kramer and Spencer, who were busy watching each other.

Piercey Makes a Getaway

A consolation race for the six nonqualifants in the semi-finals of the big race, Charles Piercey, Reggie McNamara and Bob Spears, Australians; Eddie Madden and Willie Hanley, Americans, and Willie Spencer, the champion's brother, resulted in a hollow victory for Piercey, who stole away at almost a half-mile to go. The pro. handicap went to Ray Eaton and the miss-and-out to Fred Hill, the Boston rider. In the last race Harry Hoffman, who recently turned professional, finished third.

Eleven of the best riders at the track competed in a Class A invitation race at five miles. The race was paced by Harry Hoffman and Willie Coburn. The pacing was slow, but the finish made up for the lack of speed in the pacing end. Two and a half laps from home Eddie Madden took a flier with Willie Hanley on. Champion Spencer went after the runaways with his brother, Willie. The latter passed the runaways on the back stretch of the last lap and looked like a winner, but Bob Spears, the Australian, came with a rush and copped the big money.

The amateur races had more than their usual amount of "pep." Charles Osterritter won the two-mile open in a driving finish with Fred Taylor and the half-mile handicap went to Gus Lang. Summaries:

Half-mile novice—Won by Anthony Rici, Vauxhall; second, Henry Neander, Newark. Time, 1:08⅘.

Half-mile handicap, amateur—Won by Gus Lang, Newark, 15 yards; second, Charles Osterritter, Newark, 20 yards; third, Jerry Nunziatta, New York, 45 yards; fourth, William Weimer, Newark, 60 yards. Time, 56⅗ seconds.

Two-mile open, amateur—Won by Charles Osterritter, Newark; second, Fred Taylor, Newark; third, William Beck, Newark; fourth, Ed Byron, Australia. Time, 4:52⅖.

Half-mile handicap, professional—Won by Ray Eaton, Newark, 50 yards; second, John Bedell, Newark, 50 yards; third, Bob Spears, Australia, 10 yards; fourth, Floyd Krebs, Newark, 50 yards. Time, 54⅕.

Miss-and-out invitation, professional—Won by Fred Hill, Boston; second, Jake Magin, Newark; third, Harry Hoffman, San Francisco; fourth, Frank Corry, Australia. Time, 4:26⅗. Distance, 2 miles, 293⅔ yards.

One-mile World's Cycling Derby, professional—First heat won by Frank L. Kramer, East Orange; second, Arthur Spencer, Toronto; third, Alfred Goullet, Newark. Time, 3:01⅗. Last eighth-mile, 11⅘ seconds. Second heat won by Kramer; second, Goullet; third, Spencer. Time, 2:38⅘. Last eighth-mile, 12 seconds. Heat to decide second and third positions won by Goullet; second, Spencer. Time, 3:03⅗. Last eighth-mile, 12 seconds.

One-mile World's Cycling Derby consolation, professional (Reserved for riders shut out of Derby semi-finals, Wednesday night, Aug. 22)—Won by Charles Piercey, Australia; second, Reggie McNamara, Australia; third, Eddie Madden, Newark; fourth, Bob Spears, Australia; fifth, Willie Hanley, San Francisco; sixth, Willie Spencer, Toronto. Time, 2:43⅘.

Five-mile Class A invitation, professional—Won by Bob Spears, Australia; second, Willie Spencer, Toronto; third, John Bedell, Newark; fourth, Reggie McNamara, Australia; fifth, Alfred Grenda, Australia; sixth, Frank L. Kramer, East Orange. Time, 11:17⅕.

LOOK WHO'S HERE

Boston Bicycle Fans Are Due for 6-Day Doings in November

BOSTON, Mass., Aug. 27.—Boston's annual fling at six-day racing will be due in November. The race will be of limited hours a day, probably ten, and already five teams have been fixed up. The five include Tom Grimm and Tim Sullivan, Newark-New Haven team; Alfred Grenda and Frank Corry, the Australian pair; Lloyd Thomas and Percy Lawrence, California team; George and Lester Bowker, Inwood, L. I., and Vincent Madonna and Francesco Verri, the Italians.

Fred McKenzie, the localitie, who turned pro. this year, will also be among those present, his mate not having been picked as yet. About 12 teams will start.

BIG MEET FOR BERWICK

BERWICK, Pa., Aug. 20.—This town will be the scene of some lively bicycle races on Labor Day to be staged by the Berwick Athletic Association. J. H. Harry, chairman, a dealer at 112 Front street, has arranged a good program. A 12-mile road race, one-mile novice, Australian pursuit race for boys, one-mile open and an open Australian pursuit are among the numbers on the program and a large entry list is expected. A handsome prize list has been arranged and the first prize will be a Reading-Standard Racer, valued at $50. Several gold watches are on the list, while the remainder is made up of tires, lamps, saddles, and sundries.

A SPEEDY GROUP OF NEW YORK CITY CYCLISTS

New England Wheelmen Team that Won the Silver Cup in the Recent Carnival of the Century Road Club Association at Pelham Parkway

STARS QUALIFY FOR BIG RACE

Champion Spencer, Frank Kramer and Alfred Goullet Win Semi-Finals of the "World's Championship Cycling Derby"

NEWARK, N. J., Aug. 25.—All of the favorites came through in their semi-finals of the "World's Championship Cycling Derby," a race that carries a purse of $1,000, at the Velodrome on Wednesday night. The trio that earned their right to compete in the final to-morrow were Sprint Champion Arthur Spencer, Frank Kramer, the former champion, and Alfred Goullet, the former Australian, who is now a citizen of this city.

Kramer Triumphs Over Spencer

In the first heat Kramer defeated Willie Spencer, the Toronto rider, and Charles Piercey, the Australian. Spencer bumped into Kramer going into the first turn of the last lap, but both righted themselves and set sail for home, Kramer winning by a length. In the second semi Goullet met Bob Spears and Eddie Madden, the first-named rider winning, ably assisted by Madden, who came on the inside of Spears and interfered with the latter. Champion Spencer had a hollow victory in the third, the Toronto lad winning by 15 yards, leading Reggie McNamara and Willie Hanley home.

The 25-mile open proved to be a great race. Lap money, mile money, a ten-dollar bill at five and twenty miles, and two match races at ten and fifteen miles kept the crowd on edge. Kramer met Spears in a match race at ten miles and defeated the latter from in front. Goullet at the last named station met McNamara in a match and won from in front. The final sprint in the race resulted in a win for McNamara over Jake Magin, Newark; Bob Spears, Willie Hanley, Alfred Grenda and Alfred Goullet in the order named.

Harry Hoffman, the Californian, rode in the amateur races and then turned professional and made his cash-chasing debut in the 25-mile race. Hoffman was shut out of the half-mile handicap for the amateurs, but won the two-mile open in a driving finish. In the big race Hoffman managed to finish, but was outside of the money. Summeries:

Half-mile handicap, amateur—Won by William C. Thompson, San Francisco, 70 yards; second, Michael De Orio, Newark, 70 yards; third, Joseph Palmier, New York City, 65 yards; fourth, Mort Goullet, Australia, 65 yards. Time, 54 seconds.

Two-mile open, amateur—Won by Harry Hoffman, San Francisco; second, Fred Taylor, Newark; third, Charley Osterritter, Irvington; fourth, Ed. Byron, Australia. Time, 4:23 4-5.

One-mile semi-finals, "World's Championship Cycling Derby," professional—First semi-final won by Frank Kramer, East Orange; second, Willie Spencer, Toronto; third, Charley Piercey, Australia. Time, 2:20. Last eighth mile, 12 seconds. Second semi-final won by Alfred Goullet, Newark; second, Bob Spears, Australia; third, Eddie Madden, Newark. Time, 2:23⅖. Last eighth mile, 12 seconds. Third semi-final won by Arthur Spencer, Toronto; second, Reggie McNamara, Australia; third, Willie Hanley, San Francisco. Time, 2:26⅕. Last eighth mile, 12⅕ seconds.

Twenty-five-mile open, professional—Won by Reggie McNamara, Australia; second, Jake Magin, Irvington; third, Bob Spears, Australia; fourth, Willie Hanley, San Francisco; fifth, Alfred Grenda, Australia; sixth, Alfred Goullet, Newark. Time, 55:04⅕.

Match race between Frank Kramer, East Orange, and Bob Spears, Australia, at 10 miles—Won by Kramer. Time, 22:07⅗.

Match race between Alfred Goullet, Newark, and Reggie McNamara, Australia, at 15 miles—Won by Goullet. Time, 33:03⅗.

Pull-Together Policy Needed Says Horace Huffman

Horace M. Huffman

DAYTON, O.—"The cycle trade stands with its feet on the lower rounds of the ladder and with its eyes upward," said Horace M. Huffman, manager of the Cycle Department of the Davis Sewing Machine Co., in a recent talk to Toledo bicycle dealers, "and it will only be necessary to make the most of the opportunities now presenting themselves in order to place the whole trade on a wonderful basis of prosperity. Business is good now, but it can be better —how much better depends upon the initiative and progressiveness of the individual dealers.

Company Favors Co-operativeness

"The Davis company is in favor of co-operative efforts to sell more bicycles," continued Mr. Huffman, "and believes not only in a continuance of the work but in making it stronger for next year. To do this team play is absolutely necessary. Every factor must be active in pushing the sales of bicycles and accessories, and the dealer is as important in the work as the manufacturer. The splendid co-operation of our dealers all over the country is but an evidence that the future holds a great measure of real prosperity for the cycle trade."

WALKER WINS MATCH

Salt Laker Takes Three-Cornered Match in Straight Heats at Beck's Track

SALT LAKE CITY, Utah, Aug. 25.—Ray Walker, riding under the colors of the Wright Cycle Club, came home a winner in the three-cornered match race at Beck's track last Sunday. Walker was opposed by Willie Pfister and Gerald Thatcher, and he won in straight heats. Pfister finished second in each heat. Willie Crebs, a brother of the manager, won the unlimited pursuit race from McDonald, Batson and Mossars after going four miles. B. Batson, who hails from Dallas, Texas, won the two-mile handicap from the 480-yard mark. Thatcher, 350 yards; finished second, A. Hargraves, 350 yards, third, and Willie Crebs, 250 yards, fourth. The time was 5:19.

FRED ROY IN NEW JOB

ROCHESTER, N. Y., Aug. 27.—Fred Roy, local bike champ, has given up his position in the local office of a large insurance company to accept a place with the Northeast Electric Co. of this city. In his new job Roy will have greater opportunities for training than in the past.

SHE'S A GENUINE ENTHUSIAST

ST. LOUIS, Mo.—That the bicycle continues to win its devotees at very early ages is proved by the fact that little Frances Elliott Boren, daughter of Edgar Boren, of the Simmons Hardware Co., of St. Louis, who appears in the accompanying photo is just rounding out her fifth year. She is a capable and enthusiastic cyclist and succeeds in covering surprising distances on her miniature mount, pedaling at every opportunity in the vicinity of her home. In addition to being a consistent bicyclist, little Miss Boren is an accomplished dancer.

Frances Elliott Boren, Five Years Old, a Cycling Miss of St. Louis.

LAWRENCE WINS AGAIN

San Franciscan Takes Lead in Last Few Miles in Point Breeze Feature

PHILADELPHIA, Pa., Aug. 26.—After leading for almost the entire distance in the 50-mile motor-paced race at the Point Breeze track last night, Menus Bedell, the Newarker, paced by William Vandeberry, had to give way in the last few miles to Percy Lawrence, of 'Frisco, who had "Peerless Jimmy" Hunter as his guiding angel, and Percy won in 1:04:23⅘.

Third place in the race was captured by Elmer Collins, a former champion, while Fred Herbert, of Fall River, who only had his motor catch fire, his pacing saddle on the spare motor break and a few other minor mishaps, was the last man in the race. Billy Armstrong won the five-mile motorcycle race from Vandeberry in 3:44⅘. In the three-mile Vandeberry beat Armstrong in 2:14⅘.

CYCLISTS ON THREE-DAY TRIP

NEW YORK, Aug. 28.—About 15 members of the New York and Long Island Divisions of the Century Road Club Association will take part in a three-day tour to Delaware Water Gap, Saturday, Sept. 1, to Labor Day, Sept. 3. The start will be made on Saturday, at midnight, from City Hall, New York City. On the same days, a 450-mile cycling trip will be started by John Marquart and Vito Cestone, club mates, to Denver, Delaware County, New York.

ALL-AROUND CHANGES

Spears in a Three-Man Tie for Fourth Place in Velodrome Struggle

NEWARK, N. J., Aug. 26.—Quite a few changes were noted in the all-around table after the finish of the races at the Velodrome yesterday. Bob Spears by his great ride in the five-mile open drew up on even terms with Champion Arthur Spencer and Jake Magin, each of the star artists having 34 points. Goullet added a few more points to his score, and the same can be said of McNamara and Kramer, who still remain in second and third position, respectively. Jake Magin failed to get a place yesterday so he remains in the same position as regards points.

Staehle Retains His Lead

Although Amateur Champion John L. Staehle failed to get placed yesterday he still retains the lead in the amateur class table. Harry Hoffman, the Californian, who proved to be Staehle's most dangerous competitor, made his first start in the pro. ranks, so, while his name is in the table to show his standing, he is automatically eliminated from the competition for the Bamberger cup. The standing of the leaders follows:

PROFESSIONALS.

	1st	2d	3d	4th	Pts.
Goullet	15	7	5	2	108
McNamara	6	8	4	7	69
Kramer	5	4	5	0	46
Magin	3	3	2	5	34
A. Spencer	5	1	2	2	34
Spears	3	4	3	1	34
Grenda	1	3	4	3	25
Hanley	1	2	4	4	23
M. Bedell	1	3	3	1	21
W. Spencer	1	3	2	3	21
Bello	3	1	1	0	20
Eaton	3	1	0	0	18
Madden	1	2	2	2	17
Hill	1	2	1	2	15
Piercey	1	1	0	3	11
Smith	0	1	3	1	10

AMATEURS.

	1st	2d	3d	4th	Pts.
Staehle	13	2	4	1	80
*Hoffman	11	4	3	6	79
Taylor	3	12	5	6	67
Lang	4	5	8	6	57
Osterritter	6	11	7	1	48
Dotterweich	1	6	4	5	36
Byron	2	5	2	4	33
Chapman	0	2	3	3	15
Ciaciuch	1	2	1	0	13
Wm. Thompson	2	0	0	0	10

Points score: Five for first; three for second; two for third, and one for fourth in open and handicap races only.

* Now racing as a professional.

TORONTO MISS A FINE CYCLIST

TORONTO, Ont.—Miss Margaret Bouttell, one of Toronto's leading lady cyclists, has been making a name for herself this season as an all-around athlete. Sunday, August 19, Miss Bouttell swam across Toronto Bay and on a previous Sunday she made another long-distance swim in the Humber River. Miss Bouttell is well known for her bicycle touring, while her parents are enthusiastic motorcyclists. Fred Bouttell, a brother, is a local bicycle racing man, and he recently became a member of the Royal Flying Corps. A younger brother, William, is also a coming bicycle racer.

TOLEDO AGAIN IN LIMELIGHT

TOLEDO, O., Aug. 20.—Again the Toledo Bicycle Club is in the limelight. This time a 15-mile bicycle road race, open to all, is to be held on Labor Day. About 75 applications have been received so far. Among the dealers of the city interested in the events are the Toledo Rubber Co., Union Supply Co., Gendron Wheel Co., O. S. Hitchcock, Robert Dority, Bradshaw Brothers and the Toledo Sporting Goods Co. and other live dealers.

A YOUTHFUL PRODUCER

Young American Potato King and His Columbia Motorbike

PFISTER LEADS IN POINTS

Salt Lake City Rider Has Big Lead in Points at Beck's Track

SALT LAKE CITY, Utah, Aug. 25.—William Pfister has a commanding lead in the points table which is being kept for the cyclists competing at Beck's track. Pfister has 43 points to 31 for Clarence Samuelson.

The standing of the first ten riders is given in the table below:

	1st.	2nd.	3rd.	4th.	Pts.
Pfister	6	3	1	2	43
Samuelson	4	2	2	1	31
Walker	1	4	1	2	21
Crebs	1	3	1	2	18
Farnow	2	1	1	0	15
McDonald	1	1	2	2	14
Thatcher	0	2	1	3	11
Ball	0	2	2	0	10
Brodbeck	1	1	1	0	10
Batson	1	0	1	0	7
Axelrad	1	0	0	0	5

Points: First, 5; second, 3; third, 2; fourth, 1.

CYCLE RACE POSTPONED

ROCHESTER, N. Y., Aug. 27.—The date of the six-hour bicycle race, which was scheduled for Sept. 8, has been set ahead to Sept. 15, owing to the fact that the proposition has to be submitted to the Common Council. While it is not absolutely certin that the event can be staged on Sept. 15th, it is now believed that there will be no kick in connection with that date.

N. E. W. RACE DUE SOON

NEW YORK, N. Y., Aug. 21.—The ninth annual ten-mile handicap race of the New England Wheelmen this city will be held Sept. 9 over the famous Pelham Parkway course in this city and a large list of riders have already sent in their applications to D. J. McIntyre, chairman of the race committee, 3759 Barnes avenue. All entries should be sent McIntyre.

On the Bell Lap

BY THE VET

Tom Connolly, bicycle rider up Revere Beach, Mass., way, has been called in the selective draft.

Frank P. Corry and Ed Byron, Australian cyclists, were exempted from the army last week on account of being aliens.

Harry Hoffman, the Californian, who turned pro. last week, started out right by cutting into the money in a miss-and-out.

Eddie Carroll, the Oakland, Cal., cyclist, is now in Los Angeles trying to join the Naval Reserves, so Eddie postcards to a Newark friend.

Six-day time is now approaching for the work-dodging cyclists. The Boston "little grind" will be the first and will be run in November.

The Sullivan-Thomas-Grimm "train" at the Revere Beach track is collecting most of the money in the races run at the "track by the sea."

Alfred Goullet, the former Australian, is a great bicycle rider when he wants to try. Last Sunday he seemed to working for Frank Kramer in the Derby.

There was sure some crowd at the Newark Velodrome on Sunday last to see the running of the Derby. Big races and big money always bring big crowds.

Ernest Ohrt, the retired California cyclist, pens a few lines to say that his brother, Hans, has had another operation on his head. His condition is very favorable.

There will be plenty of racing on Labor Day, according to Manager Walter Rinck, of the United Cycle Trade Directorate. Road races, track races, bicycle hikes are being played very strong for the holidays.

Manager Chapman, of the Newark Velodrome, has invited the Newark news boys to the race Wednesday night, Sept. 5. A newsboys' race will be put on. If some one hollers "Extra!" it will be interesting to see if any of them quit.

Amateur Champion John L. Staehle, of Newark, N. J., was examined and accepted for the new National Army last week. Chris Dotterweich, another Newarker, was also examined and accepted. Jake Magin, the battling pro. was another one to meet with approval of the examiners.

Has any one seen or heard of Jack Prince? Jack was supposed to open his track at Salt Lake City on August 15. That date is past and no track was started. Jawn has been reported on his way east to secure bicycle riders. He might be coming on the Erie, as he has not been sighted in this effete country as yet.

LINART GETS REVENGE

Belgian Leads Wiley, Madonna and Carman in Golden Wheel Revenge

REVERE, Mass., Aug. 26.—A capacity crowd that was estimated at over 7,000 turned out for the races at the Revere Beach track last night. The big event was the Golden Wheel Revenge, a 50-mile motor-paced race. The race was won by Victor Linart, the Belgian, with George Wiley, the paced champion; Vincent Madonna, Providence, and Clarence Carman, the former paced champion, finishing in the order named.

Madonna Off in Front

Madonna, who won the Golden Wheel two weeks ago, got away in the lead. On the sixth mile he lost his pace and both Wiley and Linart passed him. Wiley and Madonna had numerous brushes throughout the race, and the sprints tired the Italian and he lost numerous laps. Linart won by a half-lap over Wiley.

Lloyd Thomas, the Californian, had a profitable night. Thomas won the five-mile open and finished second from scratch in the half-mile handicap, Tim Sullivan winning the latter race. Summaries:

Half-mile handicap, amateur—Won by William Cupit, Roxbury, 70 yards; second, Elmer Duncan, Everett, 60 yards; third, Fred Hansen, Revere, 75 yards; fourth, Herbert Notarnonier, Edmond, R. I., 125 yards. Time, 55⅗ seconds.

Miss-and-out race, amateur—Won by John Fardig, Orient Heights; second, William Eager, Newark; third, Marcel Berger, San Francisco; fourth, Elmer Duncan, Everett. Time, 3:02⅗. Distance, 1⅝ miles.

Half-mile handicap, professional—Won by Tim Sullivan, New Haven, 15 yards; second, Lloyd Thomas, San Francisco, scratch; third, Hugh McPartland, Boston, 85 yards; fourth, Frank Jeehan, New Haven, 90 yards. Time, 55 seconds.

Five-mile open, professional—Won by Lloyd Thomas, San Francisco; second, Tim Sullivan, New Haven; third, George Bowker, Inwood, L. I.; fourth, Pat Logan, South Boston. Time, 11:25⅕.

Fifty-mile Golden Wheel motor-paced race, professional—Won by Victor Linart, Belgium; second, George Wiley, Syracuse; third, Vincent Madonna, Providence; fourth, Clarence Carman, Jamaica, L. I. Time, 1 hour, 11 minutes and 36⅗ seconds.

MATTOON CLUB SCHEDULE RACE

MATTOON, Ill., Aug. 20.—After clearing up the debris caused by the terrible cyclone which devastated part of this city last spring, the bicycle fans are expected to come out in droves to the local track on Labor Day to witness the series of races to be held by the Mattoon Bicycle Club. Frank Orndorff, who operates two stores, one at 1904 Western avenue and the other at 1619 Charleston avenue, is promoting the affair and has secured about 150 entries thus far. There will be a one-mile race, third-mile, two-third mile for girls, two-mile for boys, slow race, tandem race, five-mile race, and a 10-mile handicap race. A splendid prize list has been arranged by the U. C. T. D. and a big time is anticipated.

LE FURGE TAKES VACATION

DENVER, Colo., Aug. 24.—Last week Dan M. Le Furge, Miami bicycle dealer at 32 South Broadway, this city, returned from a week's vacation trip to Estes Park, Colorado's famous mountain resort.

SPECIALIZING ON BICYCLES

ELKHART, Ind., Aug. 25.—Brown & Brown, located at 734 So. Main street, are specializing on bicycles sales this year. They have the agencies for the Harley-Davidson, Excelsior and Wolverine wheels.

E. C. W. LIVE DOINGS

Brooklyn Club Plan 100-Kilometer Record Ride; Members Serving the U. S.

BROOKLYN, N. Y., Aug. 28.—A group of Empire City Wheelmen members plan a three-day trip over Labor Day. The route will carry the cyclists to Atlantic City and Harry Aron will be in charge of the party.

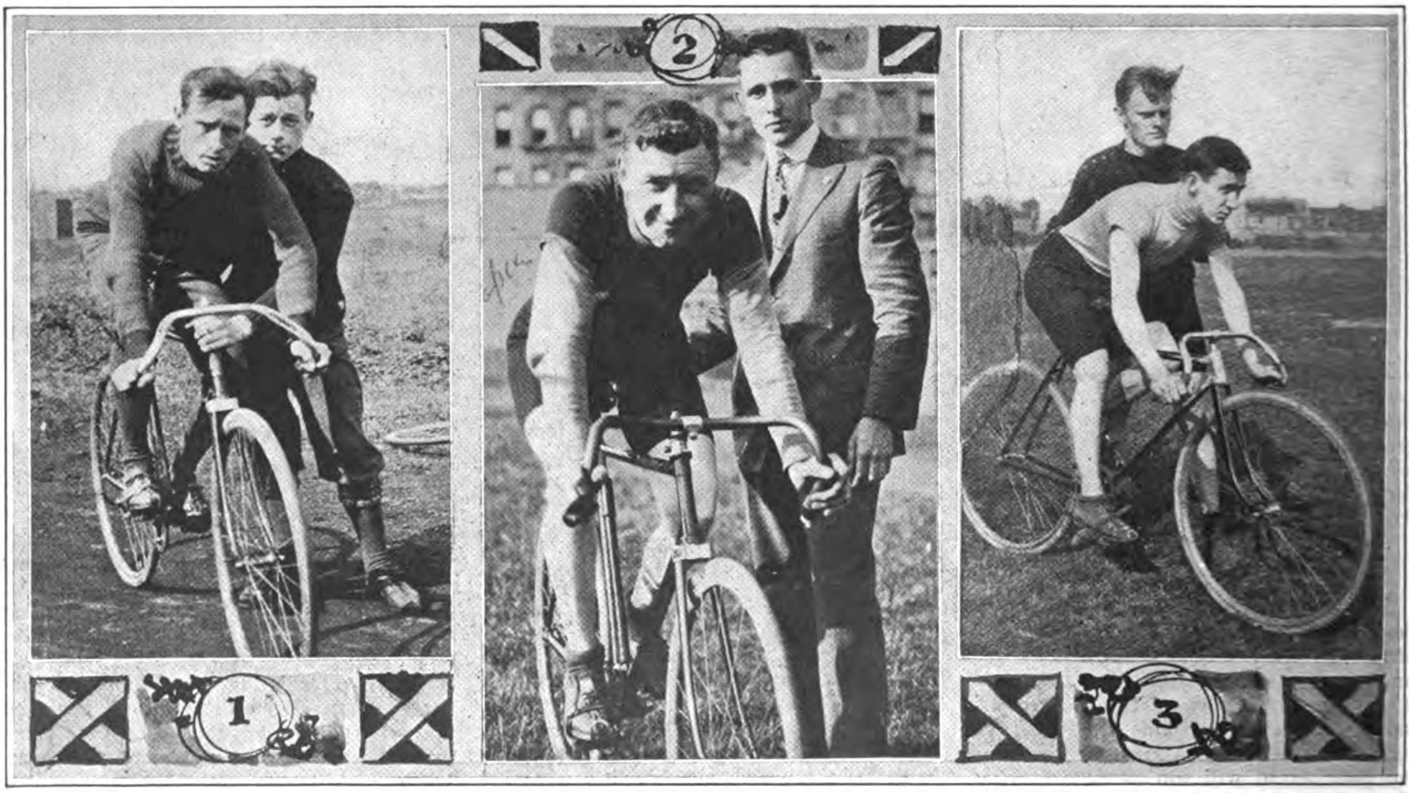
Sept. 16 the club will stage a 100-kilometer (62.13 miles) record race. Joe Fogler, the old Brooklyn cyclist, has offered a trophy to be called the "Prix Fogler," which will go to the winner. Gold medals will be given by Sam Barnett for all who finish in 2½ hours. All riders failing to beat 2½ hours, but who finish inside of two hours and 45 minutes will receive silver medals.

Tom Kennedy, who won the 100-mile race a week ago; Frank Bechto, Matt Barnett and Gus Palin were caught in the selective draft. Fourteen members of the club are either in the Federal service or expect to be. The honor roll is: Thomas, navy; Gaffney, Phisterer, O'Shea, Stein, Thirdteenth Coast Defense; Roone, Fourteenth Infantry; Kreusher and Bideaux, now with the United States forces in France, and George Laux, U. S. Naval Reserves. Some creditable showing.

OLD TORONTO CYCLIST DIES

TORONTO, Ontario.—A familiar Toronto figure has passed away in the death of James E. Lamont, former lawyer and newspaperman, at the Western Hospital, Toronto, following a serious operation. In his former days he was an ardent cycling enthusiast and had won many high wheel races in his day.

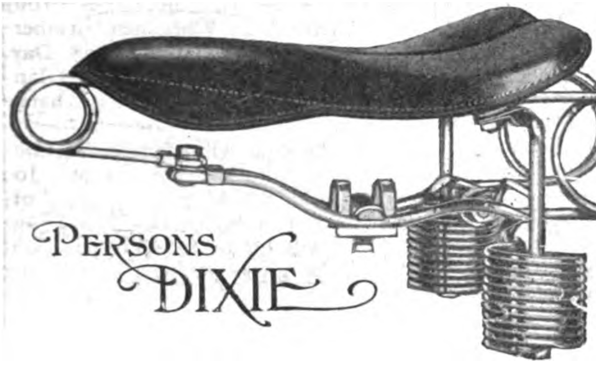
A TRIO OF EMPIRE CITY WHEELMEN RECORD BREAKERS

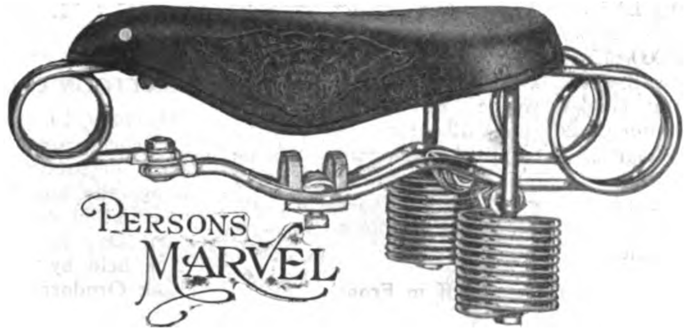


1. Tom Kennedy, Who Broke Record in 100-Mile Sheepshead Bay Speedway Race, August 19. 2. William Napier, Third Man in the Race. 3. Paddy Kane, Who Finished Second

PERSONS SADDLES SHOW NEW REFINEMENTS

"Dixie" and "Marvel" Models Combine Improved Springing Features with Unusual Durability





WORCESTER, Mass., Aug. 27.—That the bicycle family, with its kindred branches, is always ready with a hearty welcome for a justifiable innovation along practical lines, is the belief of Charles A. Persons, of the Persons Mfg. Co., Worcester, Mass. Acting upon this conviction, and feeling that the saddle is a most important factor in bicycle equipment, the Persons company is now showing a newly-patented compound spring which it claims to be as attractive in appearance as it is conducive to easy riding.

Two of the new Persons saddle models are the "Dixie" and the "Marvel," herewith illustrated. The Dixie is of the type which has become so popular among American riders, the seating surface being comfortably padded and measuring about ten by seven and one-half inches. The buffer spring is a perpendicular coil of the old Kirkpatrick type, the most popular saddle of its day when bicycles retailed at from $100 upwards. This spring in the Persons construction is hinged at the truss so that there is no breaking strain exerted. The lower tension springs are built strictly according to modern practice, but the combination of the two sets of springs affords an exceedingly resilient and at the same time handsome saddle.

The Persons Marvel saddle is similar to the Dixie, with the exception that the seat is of well-known suspension type. The single wire trusses in both of these saddles are made from sturdy steel stock and have been made interchangeable with the other models of the Persons line.

In Persons suspension saddles, the front spring tension springs are made of separate pieces of wire, the tension spring hinging in the tension plate and being free from breaking strains. Both this hinged tension spring and the new compound spring are covered by basic patents. The new springs are all interchangeable with previous models of Persons trusses, and their manufacturers state that they are receiving a cordial reception wherever they are shown.

ACME RIDERS' EVENTS

Bendi, Froh and Costes Win Weekly Races of New York Club

NEW YORK, N. Y., Aug. 27.—Members of the Acme Wheelmen participated in the weekly races yesterday over the Pelham Parkway. In the one-mile open, Class A; T. Bendi beat J. Schaefer and Joe Palmer in that order. C. Froh led J. Amabile and G. Amabile home in the Class B race at the same distance. E. Costes won the five-mile handicap from G. Grunding and P. La Lacetti. The standing of the riders in two classes follows:

CLASS A		CLASS B	
Schaefer	20	Froh	20
Bendi	18	Amabile	18
Palmer	16	Costes	16
Woisin	6	Amabile	11
Carroll	2	Scarpello	1
Reineke	2		

KANE COPS WEEKLY RACE

BROOKLYN, N. Y., Aug. 28.—The Empire City Wheelmen held the club's weekly on Sunday last. Patrick Kane won from Tom Kennedy by inches. The others finished as follows: William Taylor, R. A. Rom, William Napier and Harry Aron.

RELAY RACE IN SPOKANE

SPOKANE, Wash., Aug. 12.—One of the features connected with the Spokane Interstate Fair and Live Stock Show to be held from Sept. 3 to 8, inclusive, is a relay race to be run during the entire week. The riders will cover one mile a day for six days and the riders making the best time for that period will win handsome prizes. Several of the dealers of the city have taken advantage of this event and are training their favorites. Elaborate publicity plans are now being arranged by the managers of the fair and a large number of entries is expected.

GRACE AND CESTONE TOURING

NEW YORK, N. Y., Aug. 27.—Louis Grace, Vito Cestone, New York-Boston record holder, members of the Century Road Club Association, toured to Albany and Boston. They left this city, Monday, Aug. 13, passing through New Haven, Springfield, Boston, Westfield, Pittsfield, Albany, Poughkeepsie and arrived home on Saturday, Aug. 18th. In five days' riding they covered 609 miles. Both rode Iver Johnson bicycles, equipped with Palmer-Armstrong tires, and no bicycle troubles was encountered on their trip.

SYRACUSE GETS IN LINE

SYRACUSE, N. Y., Aug. 21.—The Syracuse Bicycle Club has arranged a program of races for Labor Day and the bicycle enthusiasts of this city are looking forward to the affair with much interest. Two five-mile track races are planned and between 25 and 35 riders are expected to take part.

MOTORCYCLISTS WANT DAMAGES

READING, Pa.—Suits for $1500 damages have been brought by Roy Hawkins and Elmer Whitman, local motorcyclist, against George B. Bortz, an automobilist. The plaintiffs allege that they were making repairs on a sidecar combination along the road last April when Bortz ran into them with his car. Both motorcyclists were injured. Hawkins sues for $1000 and Whitman for $500.

FREEMAN IS CHAMPION

St. Louis Amateur Captures City Title at Cycle Trade Meet

ST. LOUIS, Mo., Aug. 18.—J. B. Freeman, St. Louis Cycling Club, again won the one-mile city championship of St. Louis in the bicycle races in Fairground Park today in the Municipal Athletic Association contests. More than 5,000 persons, most of whom were boys, whose presence created a great interest in the sport, were present. The events were conducted by the Cycling Trades' Association.

Freeman, having previously won a bronze medal for the city championship, is entitled to a silver medal, and will get one of gold if he again wins the championship. Summaries:

Two and a half-mile juvenile novice—Won by J. Little; second, P. H. Bauman; third, M. Matthewson. Time, 6:24⅕.

One-mile St. Louis championship—Won by J. B. Freeman; second, Ralph Moberly; third, William Homann. Time, 3:19⅖.

One-mile juvenile championship—Won by J. Little; second, M. Otterson; third, P. Bauman; fourth, M. Matthewson. Time, 3:14.

REDLANDS RACE ON LABOR DAY

REDLANDS, Cal., Aug. 17.—Labor Day has been set aside for the ten-mile handicap road race to be held under the auspices of the San Bernardino Valley Bicycle Association and about 30 riders will take part in it. H. W. Gowland, of Gowland Brothers, 114 Fifth Street, the president of the association, has charge of the arrangements and is being assisted by Charles Fuller Gates representing the Los Angeles jobbers. A good prize list has been arranged and a hard contest is looked for, and there are indications that a big crowd will be attracted. A strong entry list is promised and the fans look forward to some excellent sport.

WESTERN M. C., OF DENVER, AFTER 200 MEMBERS

Wideawake Organization, Backed by Dealers, Has Progressed Rapidly This Season

How the Western M. C. Lines Up When the Boys Turn Out for a Sunday Sociability Jaunt

DENVER, Colo., Aug. 27.—One of the most progressive and enthusiastic motorcycle clubs in this section of the country is the Western M. C., with headquarters in Denver. The club has been in existence for several years, but was reorganized this summer, and is now operating on a broader schedule than ever before. The body was originally launched by the Western Supplies Co., of this city, but at the opening of the 1917 season a number of other motorcycle dealers of Denver also gave their support to the organization.

The club has up-to-date headquarters over the Western Supplies Co.'s store, and announces that visiting riders are always welcome. The fittings for the clubrooms were furnished by the Western Supplies Co. The club holds regular weekly meetings, at which broad-gauge plans are discussed for advancing the interests of the riders, and of the trade in general.

The club has a novel and thoroughly satisfactory method of financing runs and other events. A fee of 50 cents a month is charged each member, and this money goes into the treasury to defray club expenses. This arrangement eliminates the necessity of each rider going down into his pocket for expenses when on a club run. The present schedule of the organization calls for a social run to some point of interest in the State outside of Denver every other Sunday.

The Western M. C. is making an energetic drive for 200 members during the present season, and now has over 100 enthusiasts lined up. The club started with about 30 riders. Much of the credit for the progress of the organization is due to the following officers: E. W. Wolf, president; W. Calhoune, vice-president; J. Ross, secretary, and George Leary, treasurer.

The accompanying photograph shows the club riders lined up at Colorado Springs, which was the turning point for one of the reecnt outings.

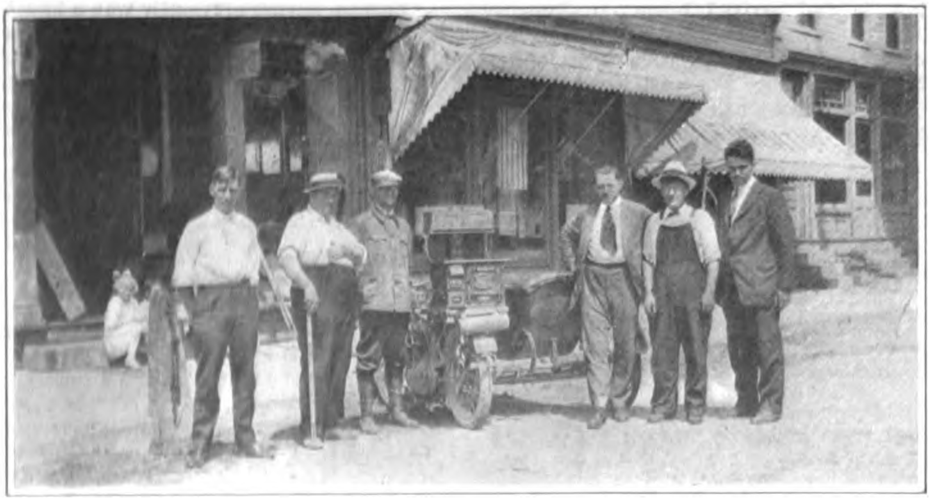
THE READING PROGRAM

Hustling Pennsylvania Club Has an Attractive Schedule of Events Arranged

READING, Pa., Aug. 27.—The latest run of the Reading M. C. was routed to South Bethlehem. The Reading party proceeded to Allentown where it was met by a delegation from the South Bethlehem M. C. Arriving in South Bethlehem, the visitors made a number of side trips and enjoyed an excellent dinner at the headquarters of the local club.

The Reading club announces the following events for the near future: Frankfurter roast at Stone Bridge, five miles north of Reading, on Friday, August 31, sociability run on Sunday, September 9, destination not yet announced; endurance run on Sunday, September 23. Entry blanks and all information concerning the endurance run can be obtained from Secretary Harry Hart.

NO LIMIT TO THE MOTORCYCLE'S ADAPTABILITY



This Is How Giffin & Dimock, Harley-Davidson Agents and Dealers in Hardware, Furniture, Motor Accessories and Farm Implements, in Wyalusing, Pa., Used a Motorcycle in a Week's Campaign for Stove Sales. Placed on the Back of the Two-Wheeler, the Sample Stove Was Taken All Through the Company's Territory and the Business Results Are Reported to Have Been Excellent. Moral—If a Dealer Is Supplied with Progressiveness and a Little Ingenuity There Are No Limits to the Field He Can Find for Motorcycle Service

CLYMER MOVES AGAIN

Greeley Hustler for Third Time Finds That More Space Is Essential

DENVER, Colo., Aug. 24.—Floyd Clymer, the Greeley motorcycle dealer, has just moved into larger quarters at 1012 Eighth avenue. This makes the third time Clymer has been forced to seek more floor space since he first entered Greeley four years ago. The new location has a ground floor space of 50 by 90 feet with a 50 by 25 foot area on the second story. The rapid growth of Clymer's business made the move necessary. Last spring Clymer received two carloads of motorcycles and has since sold the entire lot and something like twenty more. Clymer sells the Excelsior, Harley-Davidson and Henderson.

FAREWELL TO TOLL GATES

READING, Pa., Aug. 25.—According to the present plans the Berks-Dauphin turnpike will be thrown open as a free road on September 1. It has been a toll road for generations. All the toll gates along the highway are now being removed.

KUNCE BACK FROM VACATION

DENVER, Colo., Aug. 24.—Last week Frank Kunce, the Harley-Davidson agent at Loveland, Colo., returned to his home after a week's vacation spent in North Park, Colo.

Not Doing Business "As Usual"—

Henderson Sales Are Booming in the "Slack" Season

Though our production has been greater than ever before in the history of this company, we have been unable to keep up with the insistent demand for four-cylinder Henderson motorcycles.

The more riders see four-cylinder power in action, the more want Hendersons.

HENDERSON

HENDERSON MOTORCYCLE CO., Detroit

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

CANADA TRADE AT FIRST CONVENTION

Canada Cycle & Motor Co. Invites Dominion Trade for Two-Day Gathering at Toronto; Discuss Many Questions

TORONTO, Ont., Aug. 29.—The first official convention of the bicycle trade in Canada was held here Tuesday and Wednesday, Aug. 28 and 29. Invitations were sent out by J. W. Gibson, general manager of the Canada Cycle & Motor Co., Ltd., Weston, to approximately 3,000 dealers and others in the cycle trade of the Dominion, and there was a good representation of the industry here when the delegates were welcomed to the city on Tuesday morning.

A very interesting program of events had been mapped out for the occasion, and the fact that the Canadian National Exhibition was being held in Toronto at the same time naturally loaned color to the situation. The convention headquarters were the Carls-Rite Hotel, where business sessions were held on Tuesday evening and Wednesday morning. There were also four lunches or banquets for the dealers during the two days, while one side trip consisted of a ride to the new million-dollar plant of the Canada Cycle & Motor Company, at Weston, Ont.

Other entertainment features included a sight-seeing tour of the city of Toronto and a visit to the exhibition on Wednesday afternoon and evening, reserved seats being provided for every dealer at the grand stand performance at night. The delegates were also officially entertained at dinner on the exhibition grounds before the evening show. Incidentally the Canada Cycle & Motor Company met the whole cost of the entertainments during the two-day convention.

Big men of the Canadian industry gave salesmanship talks, window display lectures and prospects for the coming year, and there was a discussion regarding plans for the 1918 Bicycle Week. Steps were also taken toward the organization of a national bicycle dealers' association, in addition to other business.

NEWS OF CRUIKSHANK

Former Bicycle Man, Now in France, Says the Hun Is Too Shifty

WINNIPEG, Man.—Word has been heard from Lieut. C. Gordon Cruikshank, 78th Winnipeg Grenadiers, who was formerly managing director for the Consolidated Bicycle & Motor Company, Limited, Winnepeg, Indian distributors. He declares that there was much enthusiasm in the Canadian lines when the news arrived in France that the United States had entered the war. He speaks of meeting many acquaintances in far-off France, but he finds it hard to meet a Hun face to face. They always beat it when the fighting gets down to close quarters. They do their best fighting at a distance, he writes.

Lieut. Cruikshank also sends the regards of Jack Rennick, who was formerly a well-known motorcycle racing man of Winnipeg. Rennick is now despatch riding for an ambulance unit.

McLEOD INCREASES BUSINESS

Live Toronto Dealer Goes After Repair Business Anywhere in the City

TORONTO, Ont.—R. G. McLeod, one of the most substantial local bicycle dealers, has made a strong bid for city-wide repair business. He is advertising that his delivery service will call for any job anywhere in Toronto—even if it is only a puncture repair. Every bicycle that leaves his place of business at 179-181 King street, West, new or second hand, bears a tag which refers to this service. These tags read: "Bicycle and motorcycle repairs. Remember you can phone us and we will send for your repair work anywhere in Toronto, no difference how small the job. We want your business. No extra charge for delivery."

McLeod has an automobile delivery truck for this work, and it is on the go all the time. McLeod has found it necessary once more to extend his premises. He has just taken over the three-story premises at 177½ King street, West, giving the whole corner block for his own use. McLeod has an enormous second-hand business.

TORONTO BREVITIES

Motorcycle Circles Continue Active in Spite of War-Time Strictures

TORONTO, Ontario.—Charles R. Pepper, formerly the proprietor of a used motorcycle exchange on Danforth avenue, Toronto, has opened a downtown office at 154 Bay street, Toronto, where he is carrying on a business as "Motorcycle Specialist." He offers to examine and test any second-hand model for a prospective purchaser and also gives instructions in the care and repair of all makes of machines. In the examination of a used machine, Pepper fills out a tabulated report sheet on which there is a list of some fifty questions referring to the condition of the motorcycle, together with a space for an estimate of cost of necessary repairs.

Announcement is made that E. J. Hall is now manager of the Standard Motorcycle Exchange, 752 Broadview avenue, Toronto, dealers in used motorcycles.

Percy A. McBride, Excelsior and Henderson distributor, returned to Toronto, on August 21, from a vacation tour of Eastern Ontario. McBride used the same Henderson which made such a good showing in the C. W. A. race meet in Toronto, on August 11, which means that McBride travelled fast and far during his ten day jaunt.

As a result of the claim of Wilfrid Morrison as amateur motorcycle champion of Canada and a counterclaim of W. J. Headlay for the same title, there is much excitement in local trade and sport circles. Morrison recently made a track record here of 3.42 for three miles with a Harley-Davidson single and Headlay wants a crack at the same record. They will be given a chance to start in a match race at the Canadian National Exhibition sports at Exhibition Track on Saturday, September 8.

OLD CYCLIST PASSES ON

OTTAWA, Ont.—This seems to be the passing day for many pioneer bicycle men of Canada. Another old-time champion has passed away in the person of Fred. C. Chittick, formerly an accountant of the Agricultural Department here. Chittick became widely reputed in his day as a member of the bicycle team of the Ottawa Amateur Athletic Club.

ROSS GIVEN HIGH HONORS

MONTREAL, Que.—Signal honor has been conferred upon W. G. Ross, president of the Montreal Harbor Commission, who is one of the most prominent and enthusiastic cyclists in Canada. Mr. Ross has been granted the Special Service Decoration of the British Navy League as a recognition of his services during the present war. He is known by old-time wheelmen all over Canada and the United States.

ONTARIO IN RECIPROCATIVE MOOD

TORONTO, Ontario.—The Province of Ontario will hereafter recognize the motorcycle licenses issued by the State of Illinois and the latter will admit Ontario riders, according to an announcement made by the Ontario Government. This was the last remaining gap in the chain of states from Maine to Minnesota with which reciprocal license arrangements have been made by Ontario.

INCREASE IN CYCLE THEFTS

LONDON, Ontario.—According to the statistics of the London police department, there has been more stealing of bicycles by boys this year than ever before. During the six weeks following June 1st, no less than twenty-five cases of bicycle theft were heard in the London Juvenile Court.

A PIONEER LADY RIDER

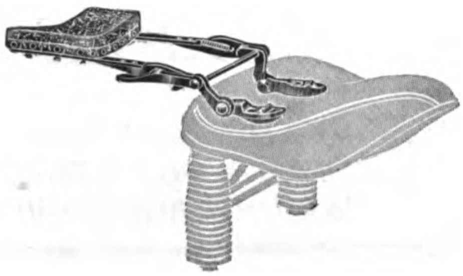
HAMILTON, Ont.—A lady motorcyclist of extended experience is Mrs. Gladys Scott, wife of Jack Scott, one of Hamilton's enterprising cycle dealers. Mrs. Scott was a motorcycle rider in her maiden days in England and New Zealand. She holds the distinction of having been New Zealand's first licensed lady motorcyclist.

UPRIGHT

"WEED"

Folding Backrest

$3.50



FOLDED

ANNOUNCEMENT

On August 27th the list price of the "Weed" Folding Backrest was reduced to $3.50 on all models.

This was made possible by our greatly increased production, and the more simple and efficient design of the new model.

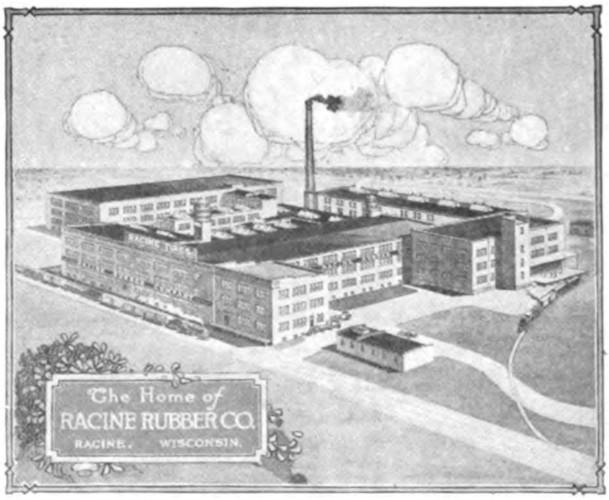
The popularity of the "Weed" Folding Backrest is well demonstrated by the large number sold, and it proves that the motorcyclist really appreciates **comfort** when riding.

"Rest while you ride"

REEPS MANUFACTURING COMPANY, **50 Church St., New York**

Home of Racine Rubber Co.

Racine, Wis.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RACINE RUBBER CO.
RACINE. WISCONSIN.

We Make Special Brand Bicycle Tires

WITH THE TECH. ED.

Every Rider Is Puzzled from Time to Time by Little Mechanical Problems. When You Strike One, Tell Our Technical Editor About It and Get His Advice

EIGHTEEN YEARS

PLEASE tell me the minimum age for which a license to drive a motorcycle can be had in New York State.

West New Brighton, N. Y.
EDWARD J. CURRY.

The minimum age is eighteen years in that State. You must have no such physical defects (such as blindness, loss of one or more limbs) as will prevent you from effectively controlling the machine.

OVERHAUL GENERATOR

THE front exhaust pipe on my twin gets red hot and there is a jet of flame with a report corresponding to the front cylinder explosion coming from the bottom of the direct cut-out. There are no air leaks in the inlet line, the plug points are clean and properly spaced. It runs idle all right, but on going throttle it runs very poorly. The machine is electrically-equipped.
L. VAN VOORT.
Hull, Iowa.

The electric generator needs attention; take it to the nearest service station for the make or to the local motorcycle dealer. You probably have considerable carbon in the cylinders, also.

A DEFECTIVE GAP

ON my 1915 twin I find starting difficult. I have taken down the carburetor and adjusted the level; have had the valves and ignition timed according to factory marks. There are no air leaks in the inlet connections, and the motor runs all right when once started.

London, Ont. ARTHUR TONNELLE.

The trouble is undoubtedly in the contact-breaker on your magneto. The point should separate just the thickness of the magneto gauge and no more, and the platinums should be level on their surfaces which come in contact. Your machine has probable seen enough service by this time to benefit by an overhaul of this part of the magneto.

BALANCING WHEELS

EDITOR:—I would like to know where I can buy a pair of small wheels for attachment to my Excelsior for the purpose of balancing when standing or riding slowly through traffic. The arrangement I have in mind would be similar to the balancing device on the Militaire motorcycle. Do you think such a device would cost too much or is impracticable?

Chicago, Ill. BENNETT BEAUMONT.

We feel certain that the Militaire Autocycle Co., Buffalo, N. Y., will be in a position to supply you with just what you want. Of the cost of the device, we know nothing; its practicability depends wholly upon the way you rig it up. The device works very well applied as on the Militaire machine.

PARTS FOR YALE

EDITOR:—Will you be so good as to put me in touch with some firm in a position to furnish repair parts for the Yale motorcycle?

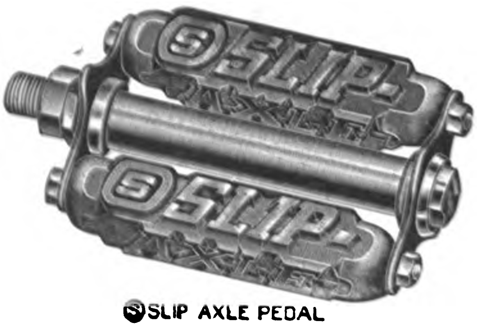
Maxwell, Nebr. W. G. HOUSER.

The Motor Car Springs Co., 243 West 17th Street, New York, can supply most Yale parts. If you do not get what you want there write us again giving us the specific parts you want and we will put you in touch with some one who can supply them.

STANDARD PEDALS
AND
DIAMOND E SPOKES AND NIPPLES

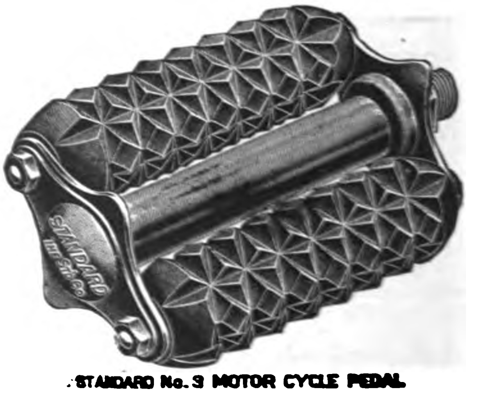
are the choice of manufacturers who know a superior article when they see it. Wherever a comparative test is made Standard Pedals and Diamond E Spokes are chosen.

Write for our literature and dealer's proposition.



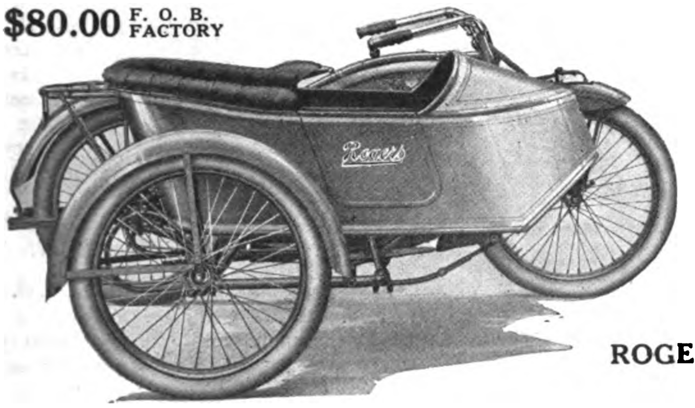
SLIP AXLE PEDAL

**THE
STANDARD
COMPANY
Torrington, Conn.**



STANDARD No. 3 MOTOR CYCLE PEDAL

Model M
$80.00 F. O. B. FACTORY



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Or you should know, after reading the "Big Bear Country" Sidecar story, that there is nothing in the world that compares with a sidecar outfit in its ability to make possible one of those full-of-joy-and-wonder vacations such as is described; and at a cost of almost nothing.

It is only left for us to prove to you that the ROGERS is the best of all sidecars made, the best because of its Strength, Stability, Stamina, Comfort, Easy Riding Qualities, Light Weight and Side-by-Side Seating Position; all of these the result of scientific planning and expert workmanship combined with the finest quality of raw materials.

Let the local ROGERS dealer DEMONSTRATE the above claims to your complete satisfaction. Don't buy a ROGERS until you, yourself, are satisfied that it is the Best Sidecar Ever Made.

ROGERS MANUFACTURING CO. 337 West Madison St. **CHICAGO**
Irving Beck (Service Station), 68-72 E. 131st Street, N. Y.

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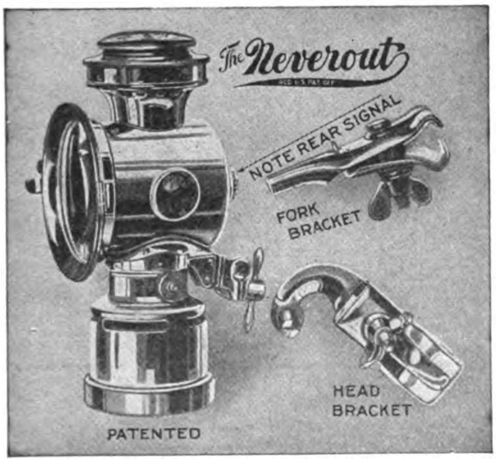

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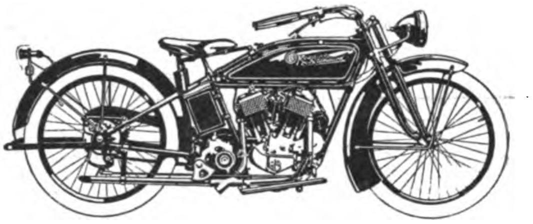
GUARANTEED TO STAY LIT
(or money refunded)
Made of best Quality brass—Cannot rust
Riveted and Clinched

FOR SALE BY LEADING DEALERS
Write today for complete description

ROSE MANUFACTURING COMPANY
833 ARCH ST. PHILADELPHIA, U. S. A.



The Reading Standard Motorcycle

No freak designs, no crazy attachments, no unsubstantiated claims. The R-S embodies every comfort and convenience that the sensible rider demands. It is built and tested in the mountains. It possesses sufficient sturdiness and strength to perform any task that any motorcycle can reasonably be asked to perform. It is the best motorcycle "buy" on the market today. We have an interesting proposition for established dealers and a handsome catalog for all who will ask for it.

Reading Standard Company
501 WATER ST. READING, PA.

"GEE—THAT FEELS GREAT"
No rider should do without an

F-N BACK REST

It's a wonderful support for the back. Genuine leather—spring back—adjustable as to height—has a good clamp for each make of saddle—and costs only

$2.50 Each, Retail

Fentress-Newton Mfg. Co.
DETROIT MICH.

BENTON
CASE HARDENED SPARK PLUGS

What the hammer is to the rifle the spark plug is to the gas engine; they *must* be dependable.

Benton Spark Plugs are dependable to the last degree. Try Benton Plugs when next ordering and learn of the unsurpassed service they give.

L. F. BENTON COMPANY
Vergennes, Vt.

Special Service Department

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Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

STANLEY T. KELLOGG Eastern Distributor
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NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

IRVING BECK
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HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experience.

HARLEY-DAVIDSON SALES CO.
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WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

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NOTE: Only 20 minutes from Broadway, N. Y.

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200 West 126th Street, New York
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Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
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The Summit Cycle & Auto Supply Co.
2984 Boulevard, Cor. Newark Ave.
Jersey City, New Jersey—Phone Conn.
NOTE: Only 20 minutes from Broadway, N. Y.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN and EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
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Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
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CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
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Full Stock of Supplies—Used Machines.
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Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributers
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributers
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
SERVICE STATION: 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

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FOR SALE—Brand new Single Bar Cyclemotor, never used, $45.00. Callwell's Motorcycle Agency, 68 Broadway, Newburgh, N. Y.

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—Closing out stock. Corbin-Brown speedometers, rear drive for Indian and Excelsior, $7.50. Stewart rear drive for Harley-Davidson, $7.00. Combination tank and headlight bracket for Excelsior, regular $2.50, $1.10. 28 x 2½ United States studded first quality, $5.25. Satisfaction guaranteed or money refunded. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—1915 four-cylinder, single-speed Henderson. New handlebars, tires and new headlight. Just re-enameled. Bargain, $125. Will ship subject to inspection. $10.00 deposit, balance C. O. D. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

REAL BARGAINS—My twin Indian and sidecar, also splendid single Harley, all for $135. New Single Indian, $68. All fine. Howell, 217 Chestnut St., Evansville, Ind.

SACRIFICE SALE of all our used motorcycles. 1912 Indian $50. 1913 Indian $60. 1916 Indian and sidecar, electric equipped, $210. 1914 Harley two-speed with equipment $100. 1915 three-speed electric equipped Harley $150. 1914 Thor, just overhauled and equipped, $75. 1913 Excelsior with lights $65. 1914 Excelsior, short-coupled, $60. 1915 single speed electric equipped Excelsior $125. 1915 electric equipped Excelsior with sidecar, overhauled and enameled, $180. 1916 Excelsior with lights and sidecar $215. 1916 Big valve Excelsior, re-enameled, looks like new, equipped, $150. 1917 Henderson and sidecar, gas equipped, $285. 1914 Flanders, just overhauled, $45. 1913 Dayton, just overhauled, $65. 1914 Thor, overhauled and enameled, everything new, cost over $75 to put in shape, yours with equipment $85. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

USED EXCELSIOR PARTS—We are wrecking a number of Excelsior motorcycles and will have all parts up to the 1915 model for sale at 50% from present list prices, and will have parts for 1915 and later at 40% from list. All parts O. K. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—1916 Smith Motor Wheel (will be shipped from factory, now being overhauled), $35. One nearly new, latest 1917 Smith Motor Wheel, $45. Will exchange these into a latest 1917 model Indian NEW motorcycle, one that has never been used. Will pay difference in cash. Dealers write me. W. D. Hurst, Smith Motor Wheel Agent, Middleboro, Kentucky.

FOR SALE—Motorcycle and Bicycle business, 10 years established, within 50 miles of Boston. Harley-Davidson and Cleveland agency. 100 motorcycles and 85 bicycles. Best equipped repair shop in New England. Good paying business. Good reason for selling. Will sell part on time. S. H., care of Motor Cycle Illustrated.

MISCELLANEOUS

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota.

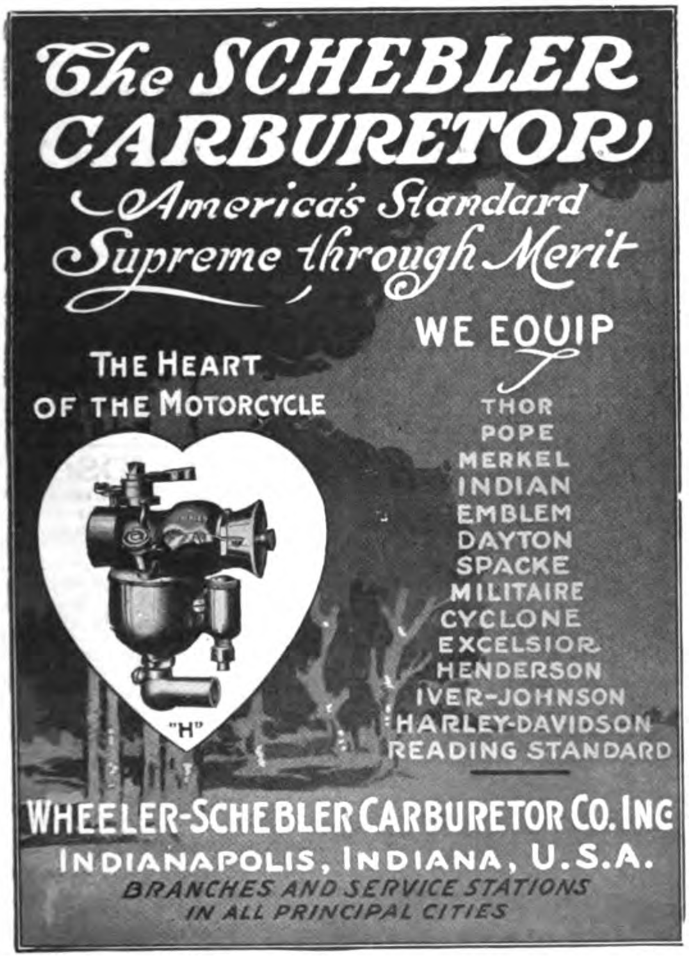
WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

HELP WANTED

WANTED—One first class motorcycle mechanic on Indian motorcycles and one salesman. We want first class men only. Sykes Motor Co., 37 E. Long St., Columbus, Ohio.

WANTED—First class bicycle repairman, one that can wait on front as well as shop work. Married man preferred. Must be honest and reliable. Good salary and steady work. Address "Business," care Motor Cycle and Bicycle Illustrated.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.


The SCHEBLER CARBURETOR
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THE HEART OF THE MOTORCYCLE
WE EQUIP
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WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

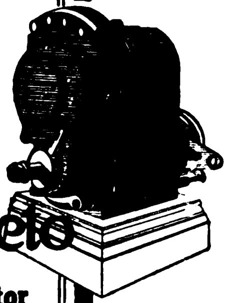
DUCKWORTH
HEAVY SPECIAL

a sturdy motorcycle chain that can be depended upon to give 100 per cent satisfaction under all circumstances. It is recommended for Commercial and Sidecar use and for Racing.

No. 75—¼" wide, ⅝" pitch
No. 175—⅜" wide, ⅝" pitch

Its breaking strain is OVER 6000 pounds. Try one and be convinced.

Duckworth Chain & Mfg. Co.
SPRINGFIELD, MASS.



Worth More

Does More

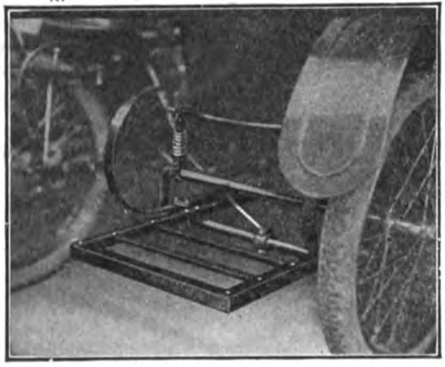
The
Berling Magneto

Just ask for it on your next motor
Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.

No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

Retail Price
$7.50
Complete

WALD MANUFACTURING CO.
Dept. F SHEBOYGAN, WIS.



Side Car Equipment

is not complete without

SAFETY SHOCK ABSORBERS
Per Pair $1.00

B.R.T. LUGGAGE CARRIER
Price $2.75

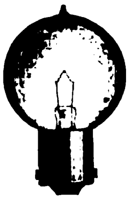
At Your Dealers.

STEVENS
375 B'dway, N. Y.

Federal Mazda Bulbs

For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

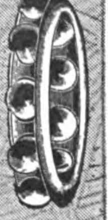
Can be obtained from any Federal Agent or from



Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.

Wherever Ball Bearings are used you will find
STAR
Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg.



The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.

A-K TANDEM SEAT

Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be braced and has a convenient hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.
attached in a few minutes, is strongly made, properly

The Rests are of the folding type.
Complete with instructions for attaching, $7.50.
Write for leaflet giving full details.

ANGSTEN-KOCH CO.
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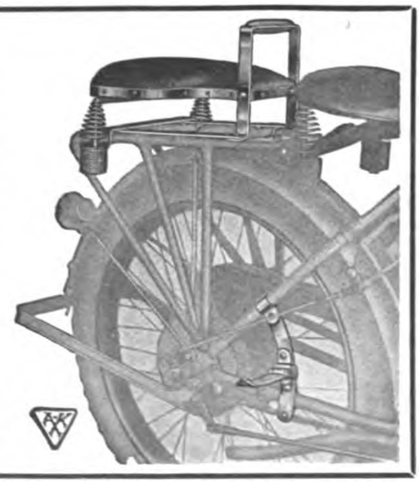


POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

A Demonstration of Power

Two strictly stock EXCELSIOR Motorcycles with gears sealed in high by the Army Testing Officer at Marfa, Texas, made the run from Marfa to Ruidoso and return.

The road from Marfa to Ruidoso is for the first 32 miles merely a prairie trail not improved in any way. At the end of this there is a rise over a range of mountains and then a drop of nearly two miles to the bottom of Pinto Canyon.

After traveling about four miles thru the canyon there is a climb over another range of mountains with the last four of the 54 miles run thru drifting sands.

Return was made over the same road.

Grades on the mountain ranges average over twenty per cent and rise to as high as forty per cent.

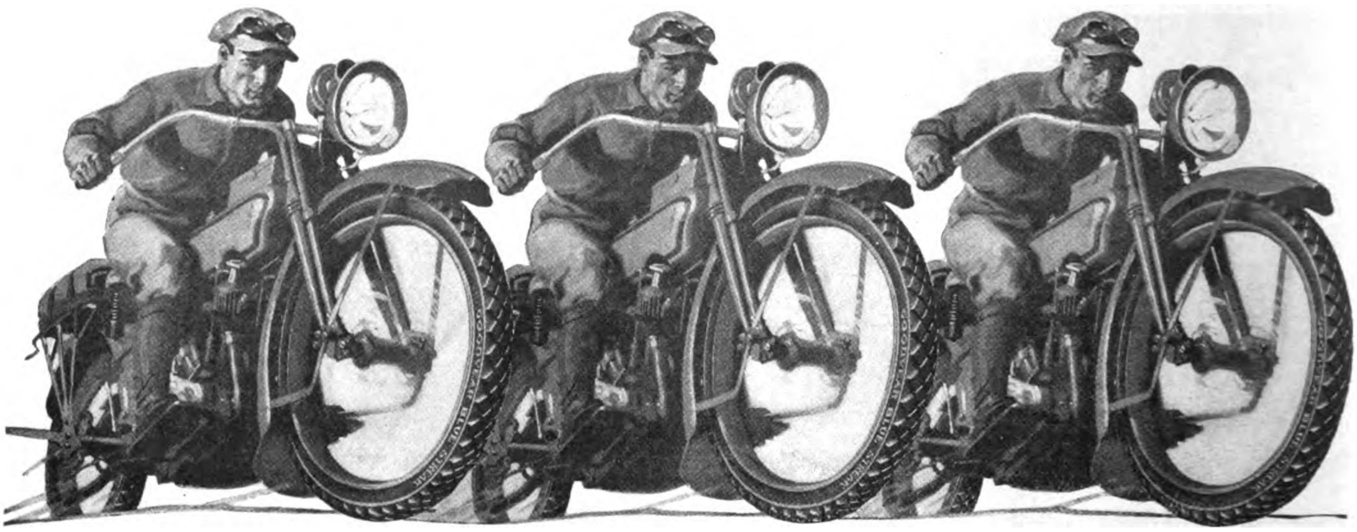
This is unquestionably the most remarkable high-gear demonstration ever made on a motorcycle or any other power-driven vehicle.

This test is authenticated by the Army Testing Officers at Marfa and Ruidoso and is a part of the Army records.

This is absolute proof of the enormous power of the ultra-power X motor; the dependability of the EXCELSIOR automobile type, three-speed transmission and the high efficiency of the EXCELSIOR Kushion Sprocket—all exclusive features that make the EXCELSIOR Pre-eminent.

Excelsior Motor Mfg. & Supply Co.
3703 Cortland Street Chicago, Ill.

BLACK TREAD



Its Carcass and Tread

BLUE STREAKS
GOOD YEAR
Service Station

Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.

EVEN the 4-ply carcass could not play its part in the Goodyear Blue Streak Motorcycle Tire's records for great and untroubled mileage, without protection and aid.

Even with the live, armoring defense afforded by the *Black Tread*—the thickest tread on any motorcycle tire—it could not last and deliver as it does without the aid of a third essential feature.

That aid is given in full measure by the breaker strip.

Thick tread and 4-ply carcass are united by it into a well-nigh inseparable unit.

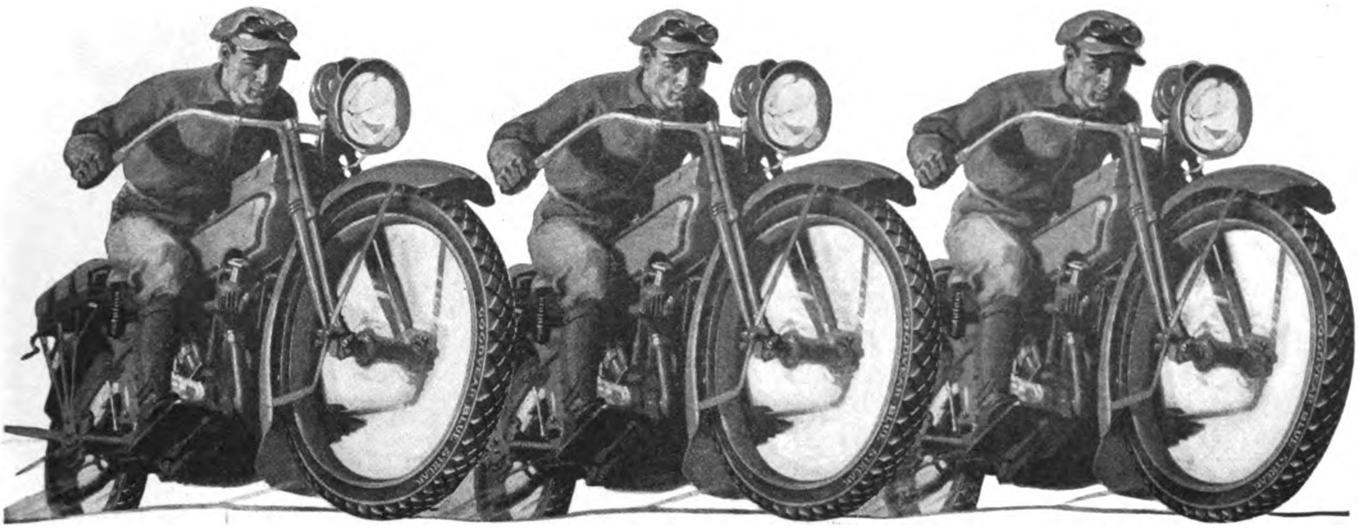
It is a shock and wear resisting bond, basing the thickest of all treads broadly and solidly on the carcass.

It safeguards rider and dealer both against the troubles and complaints due to loosened treads.

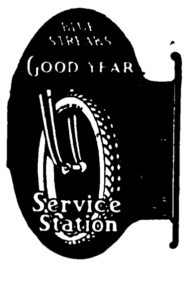
GOODYEAR
AKRON

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.



Have a Broader, Better Bond



Service Station Sign of the Goodyear Dealer in Blue Streak Black Tread Motorcycle Tires and Goodyear Tubes. It will pay you to know him.

IT acts as an additional and bracing outer ply for the already tremendously strong 4-ply carcass, increasing still further its resistance to wear.

It is the widest breaker strip built into any motorcycle tire.

Although seemingly unimportant, it is really one of the most important factors in the wide popularity of this tire with all classes of users.

Amateur and professional riders, trouble-fearing delivery men and thrifty merchants, all welcome the Goodyear Blue Streak for its reliable and economical performance.

All the makers of motorcycles, perhaps the shrewdest tire-judges of all, specify this tire as standard original equipment.

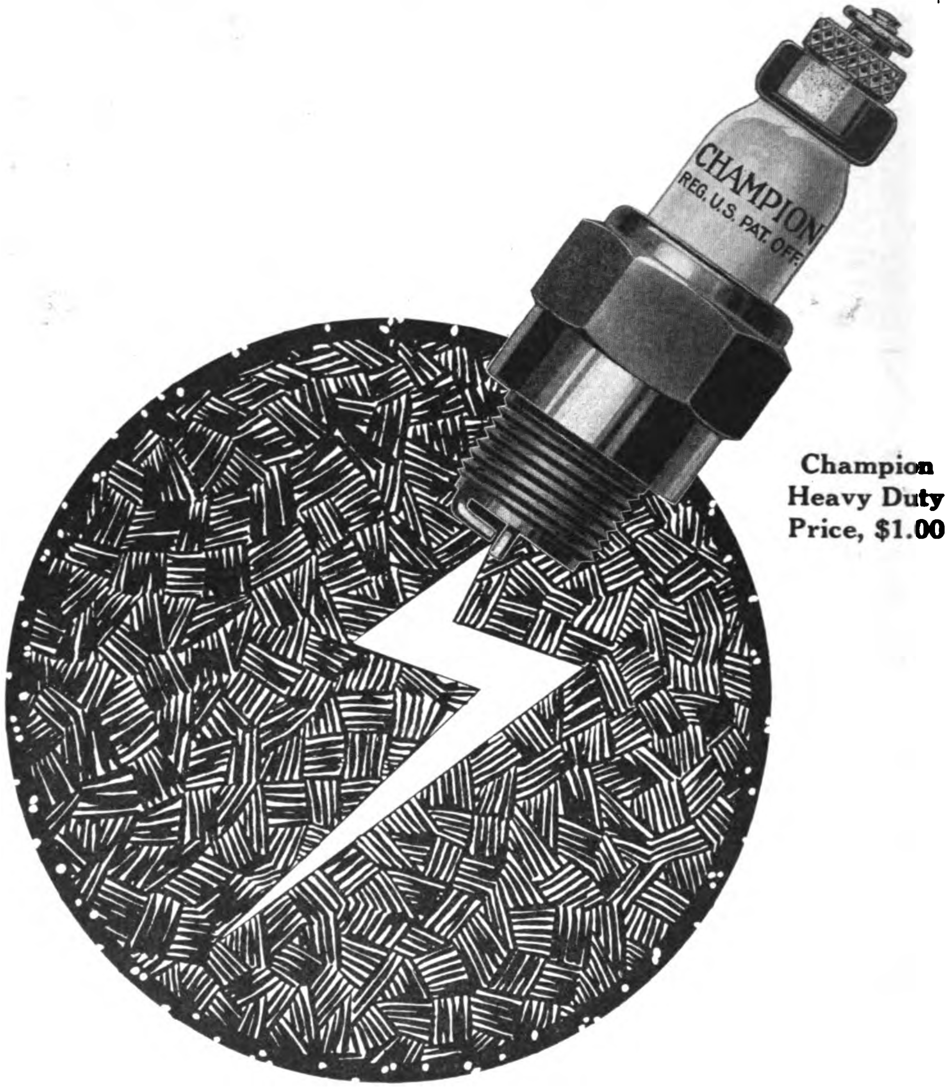
And dealers everywhere know that in consequence it is easy to sell—and always repeats.

The Goodyear Tire & Rubber Company, Akron, Ohio

GOODYEAR
AKRON

Champion Toledo

Dependable Spark Plugs



**Champion
Heavy Duty
Price, $1.00**

Sure Fire!

YOU can depend upon Champion Spark Plugs to get the most out of your motorcycle.

They are built to endure.

They stand up under the jars of countless explosions, do not crack, weaken or miss fire.

Avoid substitution by looking for the name Champion on the plug.

The names listed below represent the highest types of motorcycles on the market. Every one leaves its factory carrying Champion Spark Plugs as regular equipment.

"Thor" Motorcycles	**are equipped with**	**Champion H.D. metric plugs.**
"Cleveland Lightweight"	" " "	**Champion H.D. metric plugs.**
"Dayton"	" " "	**Champion H.D. metric plugs.**
"Harley-Davidson"	" " "	**Champion H.D. ⅞-18 plugs.**
"Flying Merkel"	" " "	**Champion H.D. metric plugs.**
"Schickel"	" " "	**Champion H.D. ⅞-18 plugs.**
"Smith Motor Wheels"	" " "	**Champion H.D. metric plugs.**

**Champion Spark Plug Company
Toledo Ohio**

MAKE SURE

to get *YOUR* share of the Fall business—for its going to be a banner buying period—the whole country *is* unusually prosperous!

Indian dealers everywhere have the advantage—the advantage of Indian's internationally well-established reputation as the finest mechanical product in its field. There is *no* guess-work behind this claim—Indian's sales domination clinches the fact!

More men buy and ride Indians than *any other make*—for no other reason than the satisfaction Indians give in superior, all-around service—and they know that *years* of *actual tests* have demonstrated that Indians give this *unexcelled, maximum service!*

This is the *self-apparent reason* why Indian dealers make more money than other motorcycle dealers. They will wind up the 1917 sales season with exceptionally gratifying profits.

And, if, by any chance, you want to line-up with the biggest, best motorcycle proposition to be found anywhere, now's the time to write regarding territory. And when you are considering this profit-producing proposition don't forget Indian Bicycle—there's a big demand for them too!

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

Ready for

1918 Harley-Davidson models are now on display at the various Harley-Davidson dealers' sales conferences throughout the country. Formal announcement of the new line will be made in this magazine next week.

Our 1918 proposition for dealers is not simply one of selling motorcycles.

Instead we are offering a complete business proposition.

We are offering Harley-Davidson dealers the opportunity to participate in a new business-building plan—something

Harley-Davidson Motor Company

Business

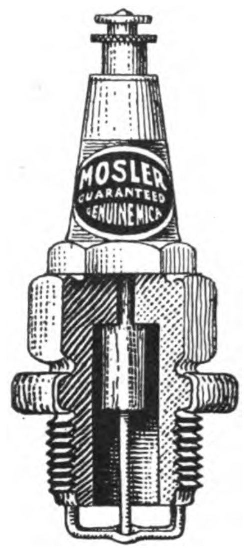
that has never been offered motorcycle dealers before.

This plan is so large in scope and so complete in detail that it will startle the entire motorcycle trade.

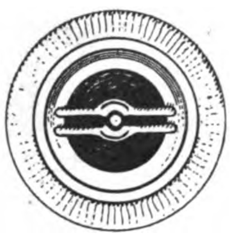
Briefly, the new Harley-Davidson proposition is the biggest thing any motorcyble dealer has ever had put up to him. This is a strong statement, but we make it in earnest for we will back it up.

If you want to find out what we have to offer, get in touch with us without delay.

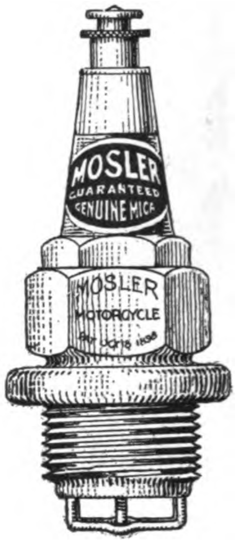
Milwaukee, Wisconsin, U. S. A.



Sectional view showing center electrode



End-on view showing circular knife edge electrodes anchored at each end.



Complete Mosler Mica Vesuvius Plug

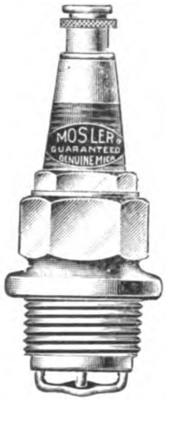
The Firing Points

Mosler VESUVIUS Motorcycle Plug

The electrodes deliver the spark—they have to stand the heat in the combustion chamber.

The electrodes of the Mosler Vesuvius Mica Plug are made of nickel-manganese wire. They will not pit or corrode. The shell electrodes are the famous Vesuvius construction—circular—knife edge. They give a "ribbon of flame"—exploding all the gas and developing all the power.

The wire in the Vesuvius is adjustable, and once the right gap is determined it will not change; it is anchored at both ends and no expansion can affect it.



Illustrated in ⅞" size.
Made in
⅞" A. L. A. M.
Metric
½" Standard

MOSLER
VESUVIUS
PLUG

The Vesuvius is built for better service to the motorcycle owner. It will make good. Try a set in your machine.

"The Indestructible Plug"

Guaranteed to outlast the Motor

Price $1.00 each

A. R. Mosler & Co. New York, U. S. A.

4 M.C.

MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation
450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department
H. A. Williams, Adv. Mgr.
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Subscription, Per Annum (Postage Paid)	$2.00
Foreign and Canadian Subscriptions	3.00
Single Copies (Postage Paid)	10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

RECRUITING NOTICE

Riders who wish to enlist for service with motorcycle army units are advised to address applications to Quartermaster Department, Southern Dept., Ft. Sam Houston, Texas. This announcement is based upon the latest official instructions.

See Page 16 for Announcement of an Interesting Letter Series

THE
MORROW
Coaster Brake

has stood every conceivable test that a cycle brake could be subjected to. More experiments and tests have been applied in the past twenty years to the Morrow than to any other brake manufactured. The results are plainly evidenced in the brake we are offering the public today. It is perfect in every detail.

DEALERS have learned (and have earned large profits while learning) that the bicycle equipped with a Morrow Coaster Brake attracts the prospect and closes the sale much quicker than the one with any other braking device.

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE."

The reason is clear—our carefully placed advertising has caused a great number of sales and the sterling service given by the Morrow did the rest. There is a steadily increasing demand for Morrows today. Dealers who do not write for our interesting proposition are not doing full justice to their business. We supply our agents with sales making ammunition in the way of hangers, pennants, folders and other novelties. Write us today.

"It has made its way by the way it's made."

Eclipse Machine Company, Inc.
Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

IT COSTS YOU NOTHING

extra to order your stock of motorcycles equipped with *'Usco'* Treads.

And it will mean more profits to you in the long run.

The rapidity with which the *'Usco'* has leaped into public favor with motorcyclists is sufficient guarantee that it is THE tire for you to specify if you value the confidence of your customer.

Here is a motorcycle tire built along exactly the same constructive lines as an automobile tire, with the same resiliency, long mileage-giving quality and anti-skid efficiency as the famous United States *'Usco'* Tread automobile tire.

Any motorcycle manufacturer will gladly equip with the *'Usco'* if you so specify.

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World.

MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 **New York, September 6, 1917** **Number 36**

If You Haven't Been Giving Your Passenger Attachment a Square Deal the Article Below Ought to Start You Thinking Along New Lines

Safety First With the Sidecar

A Plea for More Conservative Driving and for Reasonable Attention to Mechanical Details; Some Worth While Precautions

By GEORGE M. JOHNSON

THERE are two general propositions to be considered in a discussion of safety first from the sidecar standpoint: one is the safety of the driver and especially his passenger; the other that of the machine itself. A sidecarist may never have an accident, fondly regarding himself as an exceptionally careful driver, and at the same time he may unconsciously abuse his outfit so that it suffers severely.

In the same way an automobilist may never take chances of a wreck and never drive especially fast, and yet injure his clutch by letting it slip on hills and let the motor pound itself into an early grave, in a misguided attempt to take a steep grade "on high." I have personally known of very "careful" drivers, who, without realizing it, were really much more careless of the welfare of their machines than a chap who was not averse to "opening her up" for a spell.

As a rule there is no form of driving that is harder on a sidecar combination than running over very rough irregular roads, and the worst road of all is one badly rutted, where if the sidecar wheel is in a rut the motorcycle will be high above it, or vice versa. The greater the difference in level, the greater the strain on the outfit, especially on the frame of the motorcycle. Without doubt many motorcycle frames have been pulled out of true on a road of this kind.

Advantage of Wider Tread

This difficulty is not nearly so bad with the recent models of sidecars, where the machine has an adjustible axle so that the tread can be widened for use on badly rutted roads. But with the older sidecars there is always a chance for trouble, and the sidecar driver who is taking one of these unspeakable roads will drive slowly and carefully if he is wise.

The last time I came to grief with my sidecar outfit was on a road that was mainly ruts, with a ridge like a young mountain range in the middle. And the ruts were actually so deep that the drip pans of passing automobiles had scraped on the dirt ridge piled up in the middle of the road. I should not omit to add that the ruts were in the main full of water, so that it was impossible to tell how deep they were until the wheels dropped in with a sickening splash. In short, it was a fine kind of road for motor vehicles to let alone.

The tragedy came when I suddenly went in so deep that the sidecar frame could not clear—and there I was, stuck hard and fast. The passenger got out, and then I managed to lift the heavy outfit into such a position that it was partly clear. The sidecar wheel was in mud and water pretty nearly to the hub, while the motorcycle was up on the ridge, of course, tipping at a horrible angle. Still I thought I could pull out with no passenger in the car.

Are You Careful?

NO vehicle that travels the roads affords greater durability or a wider range of service than the motorcycle sidecar, but even high-grade materials and quality workmanship cannot accomplish the impossible. Give your sidecar one-tenth of the attention you give your machine and the results will amply repay you.—*The Editor*.

All Wrong, Reuben!

Slowly the outfit moved forward, though the strain on the head, in steering at such an angle added to the hold the rut had on the sidecar wheel was nothing less than terrific. At last I crawled out of the worst on to fairly decent roads again, for in that place the bad ruts lasted but a couple of hundred feet, only to discover—to the tune of a queer sinking sensation in the pit of my stomach—that the poor old frame was all wrong, Reuben, all wrong; the front wheel held its head coquettishly off to one side instead of straight up and down.

It happened either when I struck the rut at first, or when I pulled out of the hole by main strength of the motor, but so far as results went it didn't make much difference when it happened. I mention this case from my own personal experience as a forceful illustration of the need of using care when tooling a sidecar over a road never designed for vehicles. It's a matter of better be safe and sure than sorry.

Safety first with a sidecar does not mean of necessity that the driver must always travel slowly. Recklessness and speed are by no means synonymous, but speed work with a sidecar should not be indulged in on a road that is full of

BRING ON YOUR SAND, SAY HARDY NORTHWEST LADS

THIS unusual photograph, from Frank Pierce's trusty rapid-fire picture gun, shows an Excelsior tandem outfit battling the slithery sand in the Seattle endurance run which has just made new competition history in the Northwest. The boys plugged this sort of heart-breaking stuff until some of them fell exhausted,—but they invariably came up smiling and ready for more. The Seattle-North Yakima-Goldendale-White Salmon-Portland route lived up to its reputation for sheer "orneriness," and the stories of individual gameness along the line could be made to fill a good-sized book. All of which is just another way of saying that when it comes to summing up motorcycle sportsmanship in this country the wiry lads of the upper western States are entitled to a prominent place in the limelight. Uncle Sam will doubtless find that they make ideal dispatch riders when he needs them.

sharp turns, or on one that is uneven. Taking a turn at high speed with a sidecar is the most foolish kind of recklessness, for the peculiar difficulty of sidecar steering makes a bad wreck easily possible, and a tremendous strain is put upon the whole outfit.

Impromptu sidecar racing should never be practiced over a road with which the driver is unfamiliar, for swinging onto an unexpected curve at fifty miles an hour is the sort of stuff that makes for big headlines in the daily papers, and this in turn cannot fail to give the public an entirely wrong idea of the sidecar as it really is.

What One Editor Thinks

> "From time to time there appears an account of the injury of a person while riding in one of the motorcycle 'sidecars.' Notwithstanding this, pleasant afternoons witness owners taking their families out to ride in the sidecars regardless of the risk."

The above is an editorial clipped from one of the leading newspapers in a city of over a hundred and fifty thousand inhabitants. It may not reflect the attitude of all people, but it does reflect the attitude of the editor of the paper. It cannot be dismissed with the statement that said editor is a chump and a crank, a person whose opinion on any subject whatsoever is not worth the paper it is printed on, because I happen to know the editor personally, and also know that he is a man of more than average intelligence.

Why should he take this little dig at the sidecar as a family vehicle? The reason is not hard to find when one understands all the circumstances involved. That same paper had published news accounts of several sidecar accidents, all occurring in a rather short period, and each one more or less serious in its results. The whole thing came about because some sidecar drivers had been careless and reckless.

Of course, and motor vehicle can be dangerous, and a certain number of accidents will probably happen on the roads as long as human beings are what they are and as long as they continue to operate motor vehicles, but it is obviously unfair to assume that the sidecar is in a dangerous class merely because an accident occurs from time to time.

There is nothing, as a matter of fact, about the sidecar combination that makes it deserve to be considered dangerous above any type of motor vehicle, when the driver is moderately skilled in handling such a machine. It is perfectly true that at first even an expert motorcyclist finds the sensation of steering and turning a sidecar very peculiar, not to say uncanny. He expects the machine to tip on a curve, as a solo mount would do, and feels very uncomfortable when the outfit refuses to tip.

. It is the duty of every driver to be scrupulously careful to avoid accidents, first for his own good and secondly for the good of the sport, and this carefulness is particularly needed in taking curves. I have passed through three seasons of sidecar driving, but can yet feel the sensation of utter helplessness that struck me when I first attempted to take a left turn at fair speed.

The difficulty was entirely psychological, not physical; I had plenty of strength to turn the handlebars—it was really easy enough—but in some mysterious way could not bring myself to make the necessary effort. I seemed half asleep, and abruptly woke up when my outfit crashed into the curbing. Time and practice will quickly overcome this difficulty, but it is a thing that every beginner must consider and make allowance for. Safety first to his passenger, himself, and his outfit demands that the amateur sidecarist use great discretion in taking a sharp turn.

Here is another important point that the beginning sidecar operator must look out for. He is used to a solo mount, which means that in thick traffic he has but a narrow vehicle to take care of. He does not need to give much attention to the matter of clearance between other vehicles, either stationary or moving, and the motorcycle. But all that is changed when once he has a sidecar hooked to his motorcycle. I have known of at least two accidents which came because a motorcyclist—in each case an expert solo rider of long experience—forgot that a sidecar outfit wouldn't go through as narrow a place as a solo machine. It seems hard to understand why anyone could be so forgetful, but none the less, the facts are as stated. As Grover Cleveland once said: "It is a condition, not a theory, that confronts us."

Must Watch Clearance

The importance of this warning receives additional weight when one considers the more recent sidecars with the adjustable axles, which have already been mentioned in connection with driving on rutted roads. The driver used to a narrow-gauge sidecar may get himself into trouble because of the wheel projecting out so far beyond the body of the car, when he starts out with his new 1917 outfit. He requires a good bit more clearance now than formerly, and he must allow for this or old man disaster will be waiting for him. The danger is not necessarily present, but the possibility is there if the driver is careless enough to go to sleep on the job. At any rate it is worth while to sound the warning.

There is still another matter that requires consideration—something that *might* be serious in its results if neglected. I refer to the sidecar clamps, especially on older models of sidecars, where fewer clamps were employed than on recent models. Bad accidents have happened because the car became detached from the motorcycle while being driven at high speed. Such accidents are extremely rare, and in no way provide an argument to the effect that sidecars are dangerous. We hear of quite a number of cases where an automobile wheel has rolled off a moving machine, or where the steering gear has taken a sudden notion to go bad, but are these isolated instances taken as proving that all automobiling is a highly dangerous pastime? By no means!

In the same way the fact that very rarely a car has become detached from the motorcycle is no valid argument against the sidecar as a vehicle. It is, however, a first-class argument in favor of an occasional examination of all clamps and braces, to make sure that they are not developing some unexpected weakness, and to make sure that all nuts are tight and in no danger of dropping off.

The shackle bolts on the sidecar springs will bear looking at now and then, unless the nuts are of the castellated variety and locked on. If they are held on by little spring rings, they will hold as long as the rings are there, but those tiny rings occasionally fly off themselves, and if they do the nut sooner or later will follow, letting the bolt drop out, whereupon the sidecar drops down on the chassis with a bump. There is no particular danger involved in this, but it might give the passenger something of a fright, and some sort of makeshift repairs would be required before the journey could be continued.

These possibilities make it essential that the rider look over his sidecar at regular intervals to see that everything is O. K., just as every careful motorcyclist goes over his boat now and then on the trail of loose nuts. It is impossible for all nuts and bolts in a vehicle to be so tight when it comes from the factory that nothing can loosen under the double vibration due to the running motor and to road shocks. To be sure there is little chance of anything that is seriously wrong coming to light, but *if* a nut or brace has loosened up, this fact can be detected and remedied, and the possibility—a slight possibility, of course—of accident is removed.

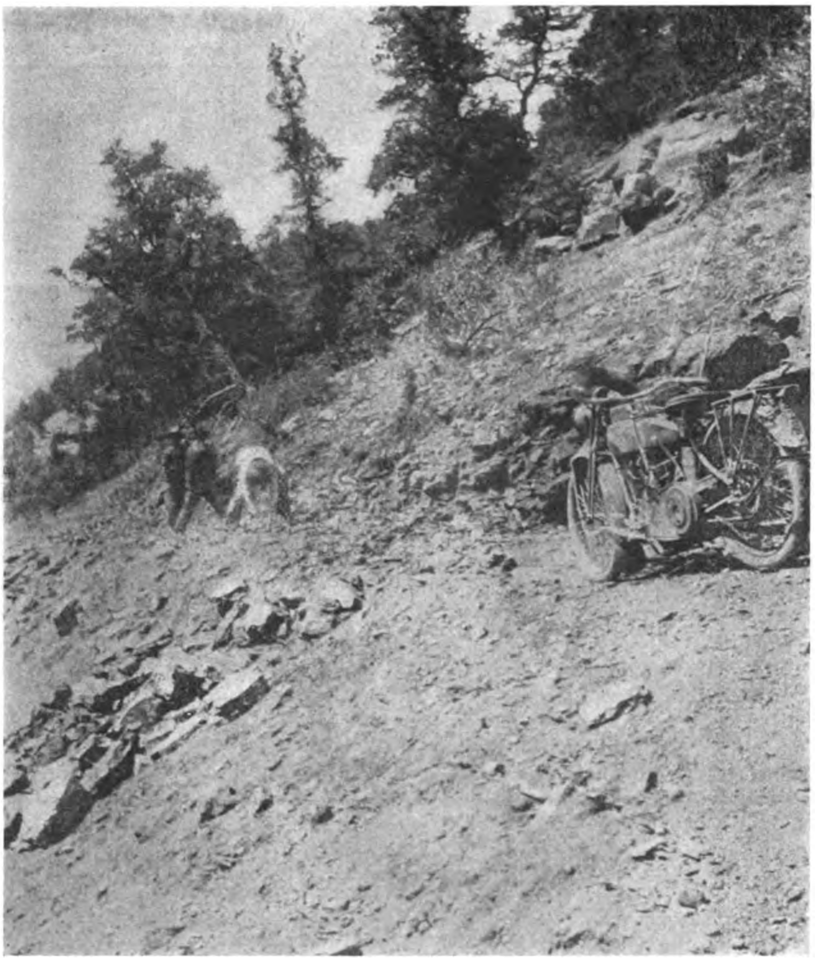
The sidecar springs will stand a bit of care. To begin with, they should be kept well lubricated, for a dry rusty spring is far more likely to break than one that is always properly oiled; and, furthermore, springs that are oiled always ride easier than those which are not. I know of one case where a broken sidecar spring resulted in an annoying accident, because the jagged end of the broken spring dropped down and caught on the pavement, so that the swiftly moving outfit came to an unexpected and abrupt stop.

Clipping the springs together—as well as keeping them oiled—will do much to prevent breakage; as you must know from observation, automobile springs are invariably clipped in this way. If a small clip of the right sort cannot be readily secured, a first-class substitute is to wrap about an inch of the springs very tightly with wire. I did this in the case of my own sidecar, first putting two or three turns of surgeon's plaster around the springs so that the wire would not tend to shift its position. It worked like a charm.

The wire wrapping is not at all conspicuous, and has held firmly in place for two entire seasons. If a sidecar owner is so particular about appearances that even this tiny wrapping bothered him, a touch of enamel would make it all but invisible. This kink is hardly any trouble, but is very much worth while, and simple as it is, might easily prevent broken springs.

SAFETY FIRST!

SPEAKING OF DEPENDABILITY—



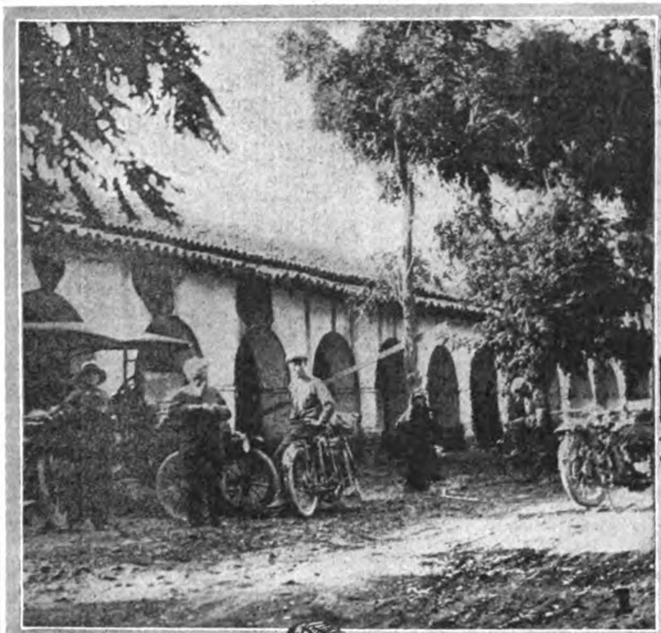
—How Does This Strike You?

EVER and anon we find a chap, who doesn't know any more about motorcycles than a Russian moujik does about safety razors, sashaying through our midst and spouting the claim that the power two-wheeler isn't cut out for the rough stuff. "It's a fine vehicle for good roads," we hear him explaining, "but really, old man, its not intended for hard going over poorly broken routes." You've heard him, no doubt, and smiled at him pityingly, but perhaps you didn't happen to have a photo on hand at the time with which to open his eyes and shut his mouth.

We supply such a picture above. The print shows what A. G. Elting, a salesman connected with the Harley-Davidson agency in Denver, Col., encountered on a trip through southwest Colorado not long ago. Roadwise folk in Denver advised Elting not to tackle the journey; said it couldn't be done, with anything on wheels. But Elting got away with it. The job scared off the automobilists, but it didn't scare Elting and his motorcycle.

The Weekl

NEWSY EXPLOITS OF THE CAMERAMA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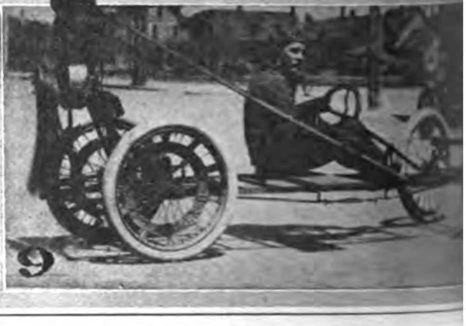
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REEL 1, **Scene 1**—A few motorcycle enthusiasts of Los Angeles, Cal., visiting at the San Juan Bantista Mission. Photograph by Charles Fuller Gates.

Scene 2—Line-up of Seattle delegation, with thirty-four machines, that took part in the recent Seattle-Tacoma Henderson picnic.

Scene 3—Mrs. George Nelson, of Rochester, N. Y., astride hubby's Harley-Davidson sidecar mount.

Scene 4—M. F. Debertville, of Pittsfield, Mass., straddling the mount, and the complete camping outfit which he carried on an outing to Niagara Falls.

Scene 5—Calvin R. Webber, of Baker, Murray & Imbrie, New York, a popular booster and a seasoned roadster.

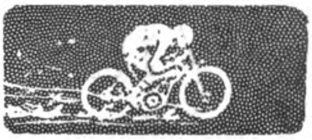
Scene 6—Mr. O. Peloquin, of Bridgeport, Conn., is probably the oldest motorcycle rider in his State; sixty-four but still going!

Scene 7—"Trying the Driver's Seat," is the title given for this picture by Fred S. Smith, Waterbury, Conn., who snapped it on the New York State line near Danbury.

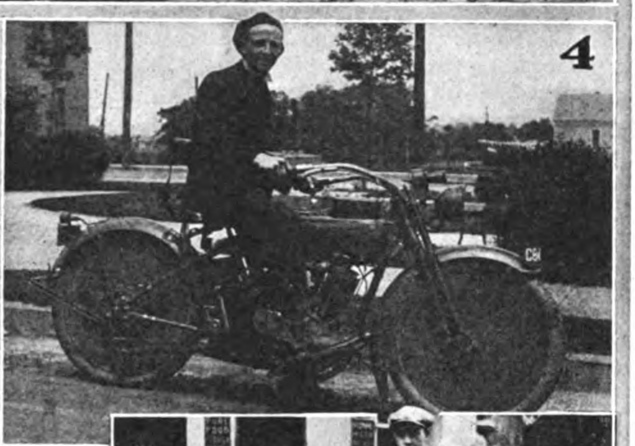
Scene 8—Juan Rivera, who was the victor in the Campeonato de Castilla races in Spain on an Indian.

Scene 9—This flyer, which was built by Joe Stager, Great Falls, Mont., uses a motorcycle engine as a power unit.

otorgraph



ESENTED IN TWO REELS ~ ~



WESTERN UNION
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REEL 2, **Scene 1**—Half a dozen Henderson outfits halted along the road near Langhorn, N. J. These riders hail from Camden, N. J.

Scene 2—Boosts through the sagebrush were features of the recent Seattle endurance run.

Scene 3—Karl Herman, who hails from Rochester, N. Y., trying out the hill-climbing qualities of his mount on a hill near the Flower City.

Scene 4—F. W. Armstrong, Lakeview, N. J., astride a motorcycle which he has fitted with solid "Military" wheels. He attracts lots of attention.

Scene 5—Leslie Dunton, Troop A, Rhode Island Cavalry, who is a strong Henderson booster.

Scene 6—E. P. Seibert, Henderson and Thor agent at Buffalo, N. Y., snapped before starting out on a morning spin.

Scene 7—Harry E. Andrews, of Providence, R. I., mounted on his Henderson. The photo was snapped in Concord, N. H.

Scene 8—Line-up of Milwaukee dealers and officials of the Milwaukee M. C. From left to right: Leo Lippow, Thor; C. T. Martin, treasurer of the club; E. H. Kasten, Excelsior; Louis Peterik, Harley-Davidson; Wallace Wrede, club president; Hugh Sharp, club secretary, and R. L. Clark, Indian.

What's the Cleverest Repair Stunt You Have Seen?

Tell Us About It, and If It Is Interesting and Ingenious Enough to Merit Publication We Will Pay for Your Letter

—But It Must Be Unusual

EVERY motorcyclist, even the young lad of one season's experiences, has a little story tucked away somewhere in his head concerning a remarkable repair job pulled off under emergency conditions by a friend or a road acquaintance,—or perhaps by himself—and it is the desire of this journal to print a series of letters describing such feats. What's your best bet in the way of a clever repair stunt? Think over your experiences and see if you haven't a story worth telling. For every letter that is published descriptive of an ingenious emergency repair this journal will pay one dollar. Readers may submit as many letters as they desire.

It is not our aim to assist other riders particularly by describing the unusual repair jobs, but simply to ascertain how resourceful and clever the average motorcyclist can be when he finds himself in a tight place far from a garage. So many uncommon and surprising stories have reached the editor of this journal from time to time relative to roadside repairs that the present announcement has been decided upon with the view of getting some of the narratives into print. Send yours along.

But please be mindful of the fact that only extraordinary repair feats are worth describing for this series. A roadside repair may require mechanical skill and hard work and still not be particularly ingenious; it is the unexpected solution of a roadside problem that we are looking for,—the kind that makes you shake your head and remark "Sufferin' cats, who'd ever have thought o' that!" Don't write us about ordinary repairs, no matter how capably they were made; but if you know of a reg'lar old humdinger of an emergency stunt we'll be glad to tell the bunch how it happened, so forth and etcetera,—and we'll also mail you a cute little check for one perfectly good iron man, if your letter fills the bill.

Write on one side of the paper only, don't let your contributions exceed 500 words and be sure to supply your full name and mailing address.

Here's One to Start the Ball Rolling

BY way of getting the series in motion we print below an account of an unusually clever feat performed by Arthur LaRoe, formerly an Indian enthusiast of Perth Amboy, N. J., and now an M.D., having just returned from two years' service at a base hospital in France. The story is vouched for and passed along by Harold Pickersgill, Jr., another Indian rider of Perth Amboy.

Several years ago, while on a sidecar trip into a rather isolated section of northern New Jersey, Mr. LaRoe damaged the valve in his rear inner tube so that it was beyond repair. There were no motorcycle shops in the vicinity, or within ten miles, and LaRoe's sidecar passenger was particularly anxious to get back to civilization and catch a train for a city in which he had a business appointment. The situation seemed hopeless—but it wasn't.

After deep and prolonged cogitation the artful LaRoe shifted his sidecar tire and tube to the rear wheel of his machine and placed the airless tire on the sidecar wheel. Then he packed the tubeless sidecar tire with wheat until it was nicely rounded out, and finally soaked the contents thoroughly with water. When the wheat began to swell the tire held its place snugly and still afforded a certain amount of resiliency—about as much as would have been obtained from solid rubber. The homeward journey, on the wheat-filled sidecar tire, was made without serious difficulty and when the shoe was removed Mr. LaRoe found that he had a pretty fair imitation of a doughnut. The tire was not appreciably damaged, and the wheat—take it from friend Pickersgill—was good for another 10,000 miles.

Can you beat that? If you think so, let's hear from you.

CHINNING WITH THE DEALERS

By Hal Robinson

WHEN you make a motorcycle trip, Friend Dealer, don't forget the pictures. Carry a camera and get some striking views of picturesque country, with your motorcycle outfit suitably worked in. Then give the photos a display in your show window. You might also be able to get one or two into the columns of the local papers. Pictures exert a wonderful influence. Don't overlook it. Capitalize it. Be sure to take photos, and after they're taken be sure to let the public see them.

The market is flooded with frowns—nobody wants 'em; but there is always a sharp demand for smiles. Stock up!

* * *

Can Bill Smith take Mrs. Smith into your place to look at a sidecar outfit without feeling embarrassed in the operation? If so, your store is O. K. If not, your shop needs a shake-up and a clean-up.

* * *

The editor of a newspaper in a middle-class Jersey town had a sick baby. Youngster took a bad turn in the middle of the night. Motorcyclist who lived next door hustled out his machine, rode a mile and a half for the doctor and brought him back in the sidecar. That editor has since given the motorcycle $500 worth of free publicity in his paper. He's still at it.

* * *

If a patron has his heart set on a bicycle it is poor business to talk motorcycles to him. Sell him the bicycle; then sell him a power attachment, and in due time put him on your list as a motorcycle possibility. That's the logical procedure. There are distinct fields for the bicycle, the power attachment, the lightweight and the standard twin. The dealer who is able to give each field what it demands is going to make money.

* * *

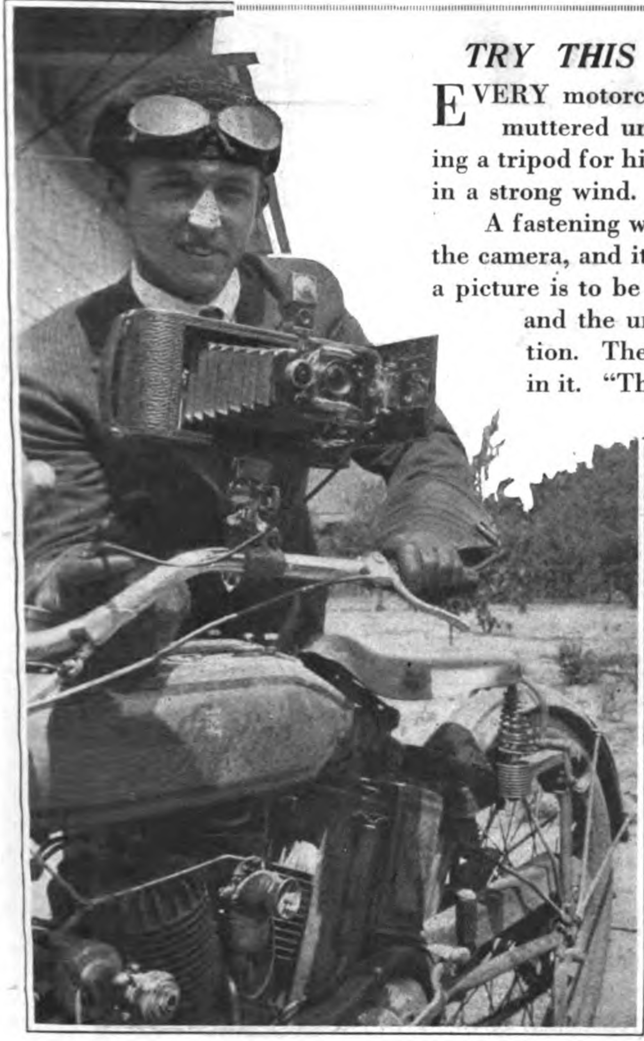
Never send a mechanic out of the shop to give a demonstration. No mechanic can avoid being oily and dirty at his work, and if he goes with a prospective buyer in that condition he is going to create a poor impression, both on his passenger and the general public. One of the regular salesmen ought to make a specialty of demonstrating and wear a neat riding costume at all times for that purpose.

* * *

A good many dealers find that it pays to carry fishing tackle and general camping equipment during the summer months, but a lot depends upon the character of the country in which the store is located. Any sporting goods line is permissible for the motorcycle and bicycle dealer if there is a way in which it can be used *in conjunction with the two-wheeler*. Otherwise its sale might only serve to distract interest from the cycles—the dealer's main line.

* * *

We know a veteran dealer who took to driving a motor car. He managed to keep his agency open, but the business slumped. He is back now in the saddle of a motorcycle, and, take it from a recent letter, "this is just about the best year he has ever had." You don't have to make a very keen search to find the moral in this. No dealer can sell what he doesn't believe in.



TRY THIS ON YOUR NEXT PHOTO-HUNTING TRIP

EVERY motorcyclist who makes the camera an adjunct to his outings has muttered unprintable remarks now and then over the necessity of carrying a tripod for high-grade work, and also over the tendency of a tripod to shake in a strong wind. Here's a scheme that eliminates both difficulties.

A fastening with a universal jointed head is fitted on the handlebar to hold the camera, and it is only a moment's work to place the "gun" in position when a picture is to be taken. The motorcycle, placed on the stand, will not shake, and the universal head of the kodak permits of focusing in any direction. The photo is from John E. Hogg, of Alhambra, Cal., who appears in it. "The device solves a big problem for cameramen," says Mr. Hogg.

Mr. Tightwad, Mr. Grouch and 30 Cent Gas!

A NEW JERSEY motorcyclist who thinks no more of a nickel than he does of his right eye, and several companions, ran shy of gas the other night when rolling through south Jersey. They made the discovery at 1 a. m., and the first garage they struck thereafter was a small one. They leaned on the push bell and finally the proprietor appeared, clad in pajamas and a first class grouch.

"Whadya want?" he enquired in a far from gracious manner.

"Gas," chorused Mr. Tightwad and his companions.

"After midnight and before daylight I charge 30 cents a gallon."

This aroused a storm of protest, Mr. Tightwad objecting to parting with his coin unless he received fair value in return. There were hot words on both sides and then Mr. Grouch suddenly slammed the door, leaving, so he thought, the motorcyclists stranded.

But the garage owner is not a Wiseheimer. He had unlocked his gas pump when he first appeared and then let his anger blind him, so he went back to bed without locking it again.

The oversight had not escaped the eyes of Mr. Tightwad. As soon as he saw the plight the garage keeper intended to leave him in, he calmly filled his tank with a gallon of gas. His friends did likewise. Then each took a quarter from his pocket, left it where Mr. Grouch would see it in the morning and went on their way rejoicing.

The historian fails to relate what the garage keeper said on arriving. It would be deleted by the censor anyway.

Proper Care of the Gearset

Operation of Multi-Speed Gears Is Improved by Timely Attention and Careful Selection of Lubricants

By D. B. Pangburn

A PROMINENT manufacturer put in his instruction books, not long ago, the statement, "Care may have killed a cat—but it never hurt a motorcycle." This is particularly true of those parts of the machine—like the multispeed gears—which either are not so easily reached or do not require very frequent looking after, and so are often entirely neglected or forgotten.

The gearset is passed over in most instructions with some brief statement to the effect that it should have fresh lubricant every 500 or 1,000 miles—or as often as necessary. That isn't the whole story by any means.

It must be remembered that some of the gears are in mesh all the time, so they are wearing whenever the engine is turning, and the need of constant and thorough lubrication becomes clear. Fresh oil is more necessary when the machine is new than after it has run for a time. At first the gear teeth, while apparently smooth, really have small irregularities on their surfaces which are left when the teeth are finished, after being hardened.

As the gears wear against one another, transmitting power, these minute uneven parts rub off and mix with the oil. Since the most highly carbonized—and hardest—part of the teeth is usually the surface, these small particles are very hard indeed, and when mixed with the oil form an abrasive compound which is carried to all parts of the gearset and speeds up the wearing process everywhere, so it goes on faster and faster.

For this reason it is not a good plan to wait too long before giving the first supply of new oil, and before it is put in the gear-box should be thoroughly cleaned out. Remove the drain plug and let all the old oil run off. Then screw the plug in lightly, inject a quantity of kerosene and turn the gears by using the starter pedal. *Don't run the engine, the fire risk is too great,* with so much kerosene around the gear-box, so close to the muffler.

Drain off the dirty liquid, but do not put the plug back until the gear-box has been flushed out several times with kerosene, so that it comes out practically clear. This will wash out the abrasive particles. Then put in the plug and fill up with a new supply of lubricant.

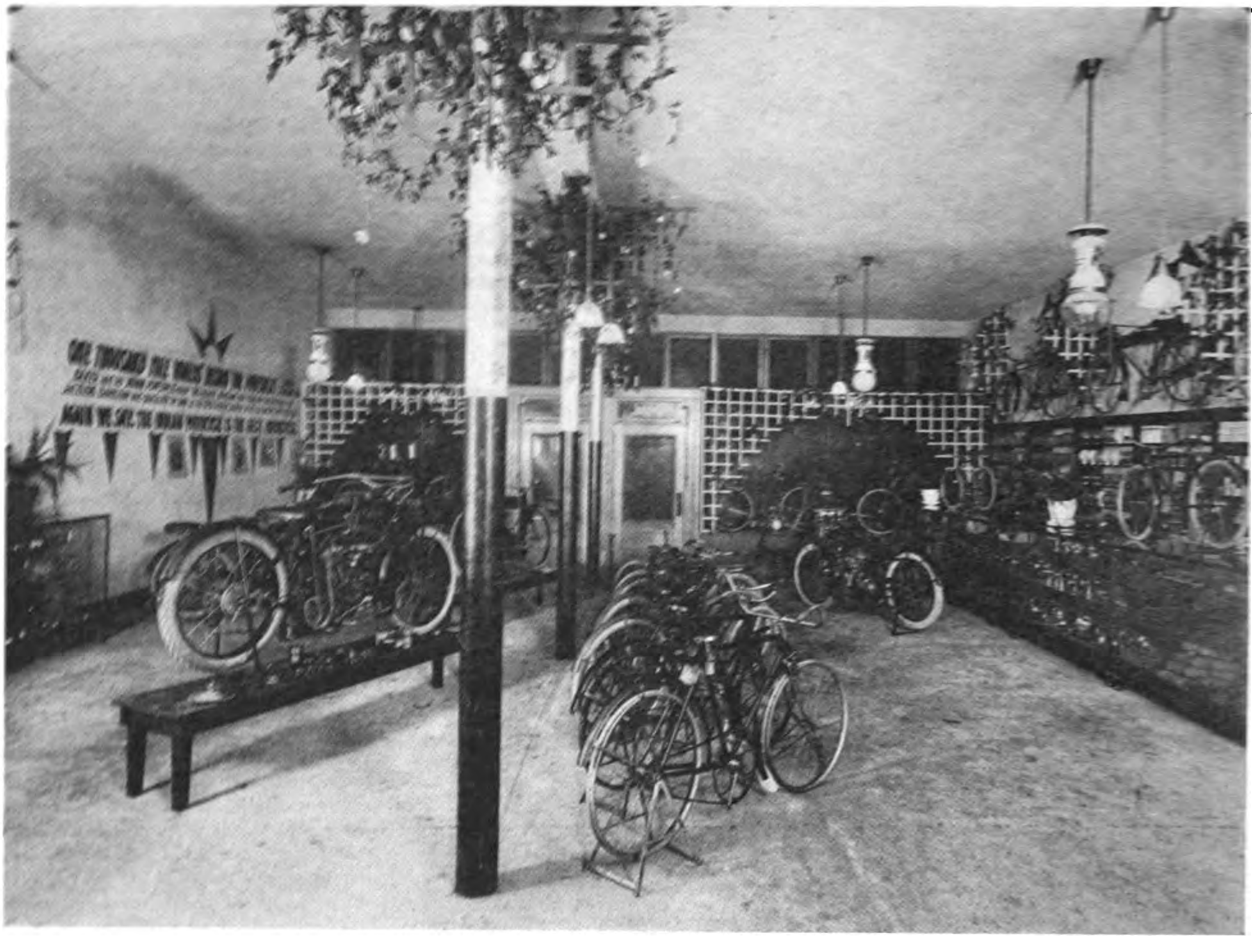
Sometimes a mixture of oil and grease is recommended, but a better way is to use very heavy oil, either the heaviest gas engine oil or steam engine cylinder oil, with which has been mixed a small amount of powdered or flake graphite. The latter tends to form a coating on the gear teeth which will almost entirely prevent wear.

Another advantage of using the oil and graphite mixture becomes apparent in cold weather riding. With low temperature the grease becomes very stiff and makes gear shifting more difficult than with the graphite and oil combination.

Every motorcyclist who gives a moment's thought to the matter will admit that nothing can be more vital to the well-being of his mount than proper operation of the multi-speed gears, and that any time devoted to their care will be well spent. It is a very simple matter to give the gears the attention they need when they need it, but costly and troublesome to overcome the damage once they have suffered from neglect.

EDITORIAL

A Cycle Agency Can Be Attractive



FROM time to time the argument is raised—often by dealers who ought to be better posted—that it is difficult to arrange a clean-cut, striking display of motorcycles or bicycles because the machines do not lend themselves readily to eye-catching layouts. This idea has been exploded by a number of progressive cycle agents throughout the country, among them the Hafer Auto Co., of Joplin, Mo., which operates the store above illustrated. The picture was selected because it shows a particularly pleasing arrangement of motorcycles, bicycles and accessory cases, all in a store of moderate size.

The first step towards more attractive agencies throughout the cycle field must come in the form of realization by the dealer that he has the finest possible products for display purposes. It would be difficult to imagine anything more interesting or pleasing to the eye than a motorcycle or bicycle fresh from the crate—and they can be made to retain their look of freshness indefinitely, of course, through reasonable use of the dustrag. It is important that the salesroom be devoted entirely to new machines and that they be so placed that a patron can walk all around them without trouble. The arrangement shown in the illustration, providing space for both motorcycles and bicycles in the center of the sales floor, is ideal.

How far the layout of the Hafer company's salesroom can be followed depends, of course, upon the facilities of the individual dealer—and it was not the intention in printing this photo to suggest that it be copied. It is merely submitted as proof of the fact that a motorcycle and bicycle headquarters *can be made attractive to the eye,* that it can be placed on a par with the best stores in any other line of merchandising. That's the big point.

Is your store as attractive as it can be?

LATE NEWS

TOO MUCH JOHNSON AT MILWAUKEE

Two Rockford Riders Carry Off the Honors in the First Endurance Run of the Milwaukee Motorcycle Club; Knuth Is Third and McGinnis Fourth; Wisconsin Sand Proves Waterloo for 11 Contestants Over 500-Mile Course

MILWAUKEE, Wis., Sept. 4.—It was a case of "Too Much Johnson" in the first annual endurance run of the Milwaukee Motorcycle Club held here on Sunday and Labor Day over a course stretching from the eastern boundary line of Wisconsin to the western at La Crosse and return, a distance of 500.8 miles through more sand than any ordinary tourists would expect to find in a month's travel.

When the final scores were compiled, Henning G. Johnson and Paul G. Johnson, Rockford, Ill., riders, were found to have copped off first and second prizes respectively, demonstrating at least to Milwaukee riders who thought they could ride that Rockford boys had them backed off the boards. Henning drew down a score of 948, the biggest part of his penalty being the result of going into Tomah over the wrong road and having to retrace his steps to the tune of 22 miles. Paul's score was 868 and his penalty went largely to the spirit of goodfellowship.

Paul stopped to help out "Irish" Doyle, who was trying to fix two flat tires without any pump. Paul generously loaned his pump and only went about ten miles further when he picked up a ten-penny spike and had to walk back a mile to a farmer's house to borrow a pump and then walk to his machine and pump up his tire. Both Johnsons rode Harley-Davidsons.

William G. Knuth, of Milwaukee, on an Indian, finished third with 818 and the fourth man on the score sheet was Ben McGinnis, Harley-Davidson, with 784.

The fact that only four were able to finish out of a field of 15 starters is an indication of the severity of the route picked out by Art. Herrington for the Milwaukee military contest. Lord help the soldiers if they ever have to negotiate the kind of stuff that the Milwaukee contestants battled with. Sand and steep hills were the Waterloo of those who fell by the wayside.

"I thought I could ride sand, but oh my! oh my!" was the popular expression along the route. Wisconsin sand comes close to being unconquerable. On stretches of the course the riders found straw strung on the road to keep the tourists from sinking out of sight. Many times the motorcyclists had to help push automobiles out of the way before they could proceed. Natives in many towns held up their hands in horror at the thought of any gasoline propelled vehicle having the nerve to tackle their roads.

As the result of the success of the first Milwaukee contest it will be made an annual feature, thus adding another classic to the list featured by the Newark Swamp Swim, the Jack Pines and the Albuquerques contest.

"There is no other sand in the country that compares with that of Wisconsin," said Glen Stokes, who made the mistake of bringing along a high compression motor that found sand hard to masticate. A supply of gasoline that should have been labeled kerosene added to Glen's troubles.

Henning Johnson carried away the Journal challenge trophy which must be won three times to become the permanent possession of the winner. He als won the Harley-Davidson solo cup.

TIRE PRICES INCREASED 10 PER CENT

New York Factory Branches Announce That War Conditions Have Necessitated Advances; Some Companies "Standing Pat"

NEW YORK, Sept. 4.—Reports which have been circulated in motoring circles for some time to the effect that further tire price increases might be expected, were verified today when nearly all of the factory branches in this city announced new schedules.

The United States Tire Company increased its prices ten per cent., explaining that the increased cost of manufacturing materials necessitated the slight revision of its schedules. A ten per cent. advance was also announced by the Goodyear Tire & Rubber Company, the B. F. Goodrich Rubber Company and the Fisk Rubber Company. The Goodrich increase applies to motorcycle tires only, while the increases reported by the other companies are understood to affect all their tire products.

At the New York branches of the Firestone Tire & Rubber Co., the Continental Rubber Works, and the Federal Rubber Company, it was stated that no further changes have been made in tire schedules, but that upward movements are possible in view of the continuing pressure brought to bear upon the factories by labor and material conditions.

BEST BUSINESS IN YEARS

Pacific Coast Dealers Complain They Cannot Get Deliveries Fast Enough

SAN FRANCISCO, Cal., Sept. 4.—Perhaps there are some lines of business which have suffered from the unsettled conditions caused by the war, but the motorcycle and bicycle dealers are enjoying the best business they have experienced at this season for many years. Every kind, make and description of machine finds a ready sale. Every business man on the coast is complaining of the unsatisfactory shipping conditions, and the motorcycle and bicycle dealers are no exception. They are having considerable difficulty in filling their orders, and they find it impossible to keep a demonstrating machine on the floor

CLUB IN NEW QUARTERS

LOS ANGELES, Cal., Sept. 1.—The Los Angeles Motorcycle Club took formal possession of its new rooms in the Masonic Temple, Thirty-third and Main streets, today. Next Friday it will give an opening ball as a housewarming, and at the same time it will start a campaign to increase its membership. The new quarters are much more preferable than those the club has just left. Besides being more centrally located, they have more room, their lease giving them a meeting hall, a dance floor, a kitchen and a rest room.

CHICAGO DEALERS REVISE SCHEDULE

CHICAGO, Sept. 3.—Chicago motorcycle dealers put into effect on Sept. 1, a new operating schedule for their stores. Hereafter they will open their agencies at eight o'clock in the morning and close at seven in the evening, except on Saturdays, when the closing hour will be nine o'clock.

AIR-GAUGE PRICES ADVANCE

NEW YORK, Sept. 4.—Announcement is made that the retail price of the Schrader Universal tire pressure gauge, and of the Twitchell air gauge, has been advanced from $1 to $1.25. Schrader Universal valve insides, which formerly sold at 25 cents for a box of five, are now priced at 30 cents a box. The price changes referred to became effective Sept. 1.

SUGGEST ARMY TESTS OF LIGHTWEIGHTS

Standardization Committee Holds All-Day Session; No Decision Reached Regarding Weight For All Around Work; Military Repair Spoke, Clincher Type Tire and Chain Are Adopted

CHICAGO, Aug. 29.—Definite progress was made along several lines bearing upon military employment of the motorcycle at the meeting here today of the Standardization Committee of the Motorcycle and Allied Trades Association. The session, held at the Congress Hotel, lasted nearly all day and was featured by encouraging reports on standardization matters, as well as on other angles of the army motorcycle situation.

Those in attendance were: Chairman M. W. Hanks, of New York, Standards Manager of the Society of Automotive Engineers; Captain F. C. Hecox, 61st Infantry, now at Gettysburg, Pa., representing the War Department; Oscar Hedstrom, Hendee Mfg. Co.; William S. Harley, Harley-Davidson Motor Co.; Frank W. Schwinn, Excelsior Motor Mfg. and Supply Co.; A. W. Herrington, Harley-Davidson Motor Co.; G. V. Rottweiler, Paramount Motor Co.; E. J. Wilson, Reading Standard Co.; T. C. Butler, Jr., Hendee Mfg. Co.; C. B. O'Hare and L. P. Millard, Aurora Automatic Machinery Co.; W. H. Fax, Rogers Mfg. Co.

Considerable time was devoted to a discussion concerning the types of machines needed for military work, a continuation of the debate which has been carried through all the meetings of the committee so far. It was stated that some of the officials at Washinton lean to the belief that a lightweight ranging up to about 180 pounds, would fill the bill for solo courier and reconnaisance service, with standard heavyweights provided, of course, for sidecar and machine-gun work. This view was seconded by a number of those present at today's conference, and strongly opposed by others.

Among the objectors to the lightweight was Captain Hecox, who gained much valuable motorcycle experience with the First Provisional Motorcycle Company in and about El Paso, Tex. In the opinion of Captain Hecox, a machine scaling above 180 pounds is absolutely necessary for the rough and ready service to which army machines will be subjected.

Up to War Department

It was finally decided that the "type" problem, insofar as it concerns the standing of the lightweight, should be passed up to the War Department, and a resolution expressing the sentiments of the committee was adopted, as follows:

"The American manufacturers do not feel that they have had sufficient experience in the matter of a lightweight motorcycle for military solo service to either recommend or reject them at present, and therefore suggest that the government make such tests as it deems necessary to determine their relative merits. This committee will then be pleased to make such further investigations and standardizations as the situation will permit."

Changes were made in the committee which will co-operate with the War Department in organizing motorcycle companies and utilizing the motorcycle in army operations. T. W. Henderson was released from the committee at his own request. T. C. Butler, Jr., replaces F. J. Weschler. Captain Hecox and A. W. Herrington were added. The rest of the committee is made up of W. S. Harley and F. W. Schwinn.

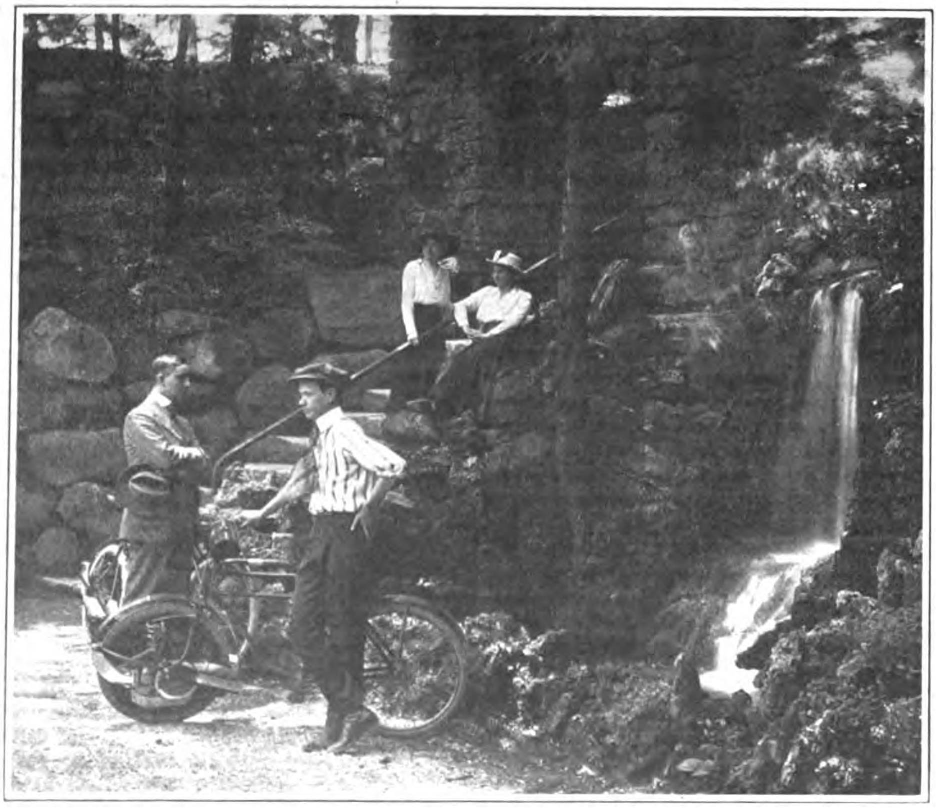
Captain Hecox said it would be unnecessary to work out details for a sidecar chassis to carry a Lewis machine gun, as the War Department is replacing the Lewis with a Marlin machine gun. The designing of a chassis suitable for the Marlin was referred to a committee.

Mr. Fax submitted blueprints of spokes and nipples. A standard military spoke of 135 hundredths of an inch in diameter and 10⅞ inches long was adopted for repair work. The question of standardizing nipples was left in abeyance. The clincher type of tire, 28 by 3, was adopted. No decision was reached on rims, although there was a leaning to the C. C. 28 by 3 with 40 spokes. The spark plug will be 18 mm. as used by the English.

The committee was directed to take up the question of the space occupied by the magneto. The standardized chain, roller type, ⅝ inch pitch, ⅜ inch width, with 40-inch diameter roller, was adopted.

Mr. Harley reported a series of tests given fuel pipe joints, and said the only couplings that stood up were those submitted by the Harley-Davidson Co. to the committee when it met in Atlantic City. This coupling was adopted.

WHY TOUR ABROAD WHEN THIS IS AT HOME?



Dayton Motor Bicycles Take Their Happy Owners to Picturesque Spot Near the Ohio City, Where the Cameraman Snaps Them Unawares

SELLS FIVE SIDECARS IN WEEK

SAN FRANCISCO, Cal., Sept. 4.—John H. Baumgardner, representative for the Indian motorcycles, with salesrooms at 50-60 Van Ness avenue, made five sales of motorcycles, with complete sidecar outfits, last week.

STUART ARRIVES IN CHICAGO

CHICAGO, Sept. 3.—The latest long-distance motorcycle tourist to arrive in this city is Wallace Stuart, of the motorcycle department of Baker, Murray & Imbrie, New York, who was accompanied by Mrs. Stuart on the run from the Metropolis. The genial "Wally" is using his electrically-equipped Indian with sidecar, and the trip was made without difficulty in three days.

CAUTLEY JOINS WRIGHT-MARTIN

NEW YORK.—John R. Cautley, who has been for some time engineer for Peter A. Frasse & Co., New York City, has joined the engineering forces of the Wright-Martin Aircraft Corp. He is making his headquarters in Washington, D. C., in order to keep in close touch with military matters.

HAYUTIN ENJOYED VACATION

DENVER, Colo., Sept. 1.—Max Hayutin, of the Western Supplies Company, 1448-54 Larimer street, has returned from a vacation trip to Estes Park—Colorado's famous mountain resort.

HARLEY-DAVIDSON FORCE ENJOYS ANNUAL OUTING

Nigger-baby Game Makes Traveling Men Stiff in the Joints; Married Women Win Tug of War; Winners of Contests at Army Lake as Given by Official Scorer

Walter Davidson, Caught by the Cameraman While Entertaining C. Friis-Hansen and Mr. and Mrs. Friis-Hansen, Jr., of Copenhagen, Denmark; A Group of Motorcycle Makers Watching the Aquatic Sports

MILWAUKEE, Wis.—Salesmen, department heads and the general office force of the Harley-Davidson Motor Company enjoyed their annual outing at Army Lake under the most ideal weather conditions. While the committee in charge of the entertainment program laid out an excellent schedule of events, it was the good old game of nigger-baby, participated in by the Harley-Davidson traveling men and the more agile department heads, that attracted most of the attention.

As the result of their strenuous exercises in dodging the rubber ball thrown with unerring precision by some of the office men, revealing the skill that comes from long practice at heaving letters into baskets on their desks, some of the traveling men found navigating extremely difficult the following day on account of stiff joints.

In the ladies' tug of war the married women romped away with the first prize, which consisted of a large and well-filled box of delicious chocolates.

The results of the contests were as follows: Men's bag race, first, Richard Japp; second, George Bark. Ladies' bag race, first, Mrs. A. C. Schleiger; second, Bessie Weichman. Men's three-legged race, first, Martin Weber and Arthur Reidy; second, M. A. Ray and Herbert Brandt. Ladies' hoop rolling contest, first, Frances Mueller; second, Martha Wehr. Men's human wheelbarrow race ,first, M. A. Ray and Alfred Bark. Girls' running race, first, Vera Frey; second, Ruth Isham. Boys' running race, first, Walter Davidson, Jr.; second, William Harley, Jr. Ladies' clothespin race, first, Mrs. E. Ash; second, Mrs. Fiebring. Milk drinking contest, first; Mrs. Pfeffer; second, Austin W. Burges. Swimming race, first, J. Horn; second, John Janacek. Backward swimming race, first, J. Horn; second, Al Frank. Canoe tilting contest, first, Conrad Nell; second, Ray Schneider.

LOS ANGELES M. C. CAPTURES SEAL BEACH

Popular Southern California Club Draws Big Delegations from Neighboring Towns to Watch Its Novelty Speed Stunts

LOS ANGELES, Aug. 29.—Hundreds of motorcycles, many of them equipped with sidecars and tandems, carried a record crowd to Seal Beach on August 26 on the ninth annual run of the Los Angeles M. C. In addition to the big crowd from Los Angeles there were delegations from Pomona, Lordsburg, Pasadena and Orange.

The six events on the program were closely contested and afforded some real sport, although it must be confessed that whoever had charge of surveying the course was particularly generous in his designation of distances. For instance, when the program said "two miles" it was safe to say the distance was about a mile and a half.

Freddie Ludlow, on a Harley-Davidson, won the "two-mile speed race" in 1:15 3/5. Bill Hanning, of Anaheim, on an Excelsior, was second, in 1:22. The rest of the procession followed in this order: Ben Hite, of Pomona, Excelsior; L. C. Tweedy, Merkel; Otto Zahn, Indian; Simons, Harley-Davidson.

The boys were rather chary about going in for jumping. H. B. Dix on an Excelsior made 40 feet 2 inches; Ralph Sullivan, Thor, made 42 feet 2 inches; L. C. Tweedy, Merkel, did 34 feet 10 inches. Sullivan won a Firestone tire and Valvoline oil; Nix received a Presto-O-Lite tank and lamp and Tweedy carried home gloves and a horn.

The third event was through deep heavy sand over a "two-mile" course. E. C. Hoffman on an Excelsior made it in 3:01. Captain Gustafsen on a Henderson did it in 1:21 4/5; Ray Thompson on a Harley-Davidson did it in 1:23; "Blick" Wolters on a Henderson did it in 1:41; Will Church in 1:42; Ralph Sullivan in 2:03; L. C. Tweedy in 1:40 3/5; Newton Moore in 3:01; and then Wells Bennett made the course in 1:08 4/5. Roy Artley, on a second trial, got through in 1:12. This gave the first prize to Bennett and the second to Artley.

Riding a Henderson, Roy Artley won the sidecar race, using a Harley-Davidson sidecar.

The tug-of-war was won by a team captained by Wells Bennett and made up of Otto Zahn, Indian; Hoffman, Excelsior; C. L. Grimes, Excelsior; Ollie Martinez, Excelsior. The losers were Captain George Gustafsen, Henderson; Newton Moore, Harley-Davidson; Otis Hackett, Reading Standard; Harry Wright, Indian; A. Bigman, Harley-Davidson.

Three teams took part in the "Human Wheelbarrow and Motorcycle Race." Hackett and Gustafsen won with Hackett's Reading Standard, and Harry Wright and A. Bigman were second with Bigman's Harley-Davidson.

BANKS WINS AT PITMAN

South Jersey Motorcyclist Starts at Alcyon Park Race Meet

PITMAN, N. J., Sept. 4.—Motorcycle races were the feature at Alcyon Park yesterday afternoon, Labor Day, and a good crowd turned out. Banks, a South Jersey rider, had the edge on Frank Craddock, of Philadelphia. The summaries:

Three-mile race—Won by Frank Craddock, Philadelphia; second, Banks, Paulsboro; third, Eifert, Aura. Time, 4:05.

Five-mile race—Won by Banks, Paulsboro; second, F. Craddock, Philadelphia; third, T. Craddock, Philadelphia. Time, 6:03⅕.

Ten-mile race—Won by Banks, Paulsboro; second, Kaiser, Paulsboro; F. Craddock, Philadelphia, drawn after spill. Time 12:35.

Special five-mile match race between F. Craddock and Banks was won by Banks. Time, 6:07⅕.

BRAZILIAN RIDERS TAKE INCREASING INTEREST IN SOCIABILITY RUNS

MOTOCICLETAS
Indian
VIGENTE REBELLO
ANTº LINZMEYER

Indian Enthusiasts of Cuityba, Brazil, About to Start on a Tour Under the Guidance of Vigente Rebello, Indian Agent; Sidecars Have Received a Warm Welcome in the Southern Republic, According to Agent Rebello

AN INDIAN IN THE WOODS

Lumberman Flight Says His Featherweight Gives Fine Service

JOHN W. FLIGHT, of Errol, N. H., has used an Indian Featherweight for the last two seasons to go to and from the lumber camps in his section of the State. He says, in a recent letter to the Hendee Manufacturing Company:

"The service which this little machine has given me during the summer over rough roads and in the heart of the woods has been remarkable and I have nothing but words of warmest praise for the performance and economy of the Indian. This is the second Indian I have had, the former being a twin. But the little machine answers my purpose far better than a large one would do in this kind of country."

The Featherweight is a 2¼ h. p. two-stroke lightweight model, issued in 1916.

SIAM TAXES MOTORCYCLISTS

Drivers Must Pass Examination Before Getting Their License

THE Siamese government now requires that motor cars of all classes, except those owned by the king, must be registered and licensed. Drivers must also pass a satisfactory examination in handling cars and must be over 16 years of age and of good moral record. Paid drivers on applying for licenses must produce letters of recommendation from their employers, who will be held responsible for their good behavior.

The license fee per year is $1.85 for motor-car drivers, 74 cents for motorcyclists, $4.44 for private car, $18.50 for cars for hire, $22.20 for passenger cars, $44.40 for lorries of three to five tons, $29.60 for lorries of less than one ton, and $1.85 for motorcycles, with $1.85 extra for sidecar attached.

Special permits for dealers and manufacturers of motor cars will be issued at $11.10 per year. Bicycles also must be registered and pay a yearly license fee of $1.11.

NEW MANAGERS APPOINTED

Goodyear Tire Company Announces Changes in Many of Its Branches

AKRON, O.—The Goodyear Tire & Rubber Company is announcing the appointment of managers in several of its branches as follows: Wade V. Aydelotte, formerly staff man for the motor truck tire department, has been made manager of the branch at Newark, N. J.; A. W. Ellis has been transferred from Louisville, Ky., to Long Island City, N. Y., as assistant branch manager; H. F. McClure, formerly general line salesman at Louisville, succeeds Mr. Ellis as branch manager there; H. T. Roseland, formerly manager of the Phoenix, Ariz., branch, has been appointed manager of the branch at El Paso, Tex., succeeding T. J. Fitzgerald, who has been called into the federal service; D. W. Sanford, general line salesman at Phoenix, becomes acting branch manager there.

HINTS ON CONTROLS

MILWAUKEE, Wis.—The latest bulletin issued by the Harley-Davidson Motor Company discusses the following topics: Be Careful When Setting Up a New Machine; To Adjust the Controls; To Adjust Throttle Control on Twin Cylinder Models; To Adjust Spark and Relief Control on Twin Cylinder Models; To Adjust Throttle and Relief Controls on Single Cylinder Models, and To Adjust Spark Control on Single Cylinder Models.

SWENSON'S HEAVY SEASON

Orders New Lot of Indians for Christmas Trade; Big Bicycle Sales

PROVIDENCE, R. I., Sept. 1.—B. A. Swenson, Indian agent in this city, says he has sold 437 Indians and 200 other makes of bicycles since last season, and has cleaned out 400 new Indian motorcycles and 200 second-hand ones. It's the biggest year he ever had.

Mr. Swenson was at the Indian factory last week, and ordered a new lot of Indian bicycles for the Christmas trade, which he anticipates will be bigger than last year. He attributes his success largely to the fact that he keeps open evenings, makes special window displays, and always carries a good clean stock.

CLUB USES MOTORCYCLE SCOUT

TOLEDO, Ohio.—The Toledo Automobile Club has purchased a motorcycle from the Union Supply Co. and uses the machine to mount a scout who picks up glass and other things that may cause tire trouble from the highway. The scout also warns motorists of bad spots in the main traveled roads.

MANY MOTORCYCLES IN HAWAII

HONOLULU, T. H., Sept. 1.—The motorcycle is popular on the island of Oahu, on which this city is built. The records show that 500 motorcyclists have registered, and that many machines are in commission here.

NEW CLUB FOR LA PORTE

LA PORTE, Ind.—The La Porte Motorcycle Club has organized with an initial membership of 26. It will make its headquarters at the Sievert Excelsior Motorcycle Agency. The officers of the club are Harry Freeze, president; Walter Brockman, secretary-treasurer, and Harry Stockman, road captain.

VERRILL WINS AT BALTIMORE MEET

Californian Annexes Two Professional Races at Labor Day Card in the Oriole City; Howard French, Jr., Captures Lightweight Race

BALTIMORE, Md., Sept. 3.—"Krazy Horse" Verrill, the Californian, was the class of the Labor Day motorcycle race-meet at the Gentlemen's Driving Park today. Verrill won both the five-mile and ten-mile events on his Indian. The riders thrilled the 2,000 or more spectators by their daring and spectacular riding on more than one occasion.

Verrill, who is yet to taste defeat on a Maryland track, won the five-mile race in handy fashion. Joseph Pallozzo, of Bridgeport, Conn., finished second to Verrill on his Harley-Davidson. The ten-mile race was the most exciting event on the card and had the spectators on the anxious seat all through the race. Verrill took the lead from the first lap and was never headed. Matthew Neil, astride of an Indian, finished second, and Pallozzo finished third.

One of the closest races of the day was the two-mile race for lightweight machines. In the first trial Howard French, Jr., and Norris Hook, both Indian riders, came down to the line so close together that the judges called the race a tie. In a one-mile trial to decide the tie, French just beat Hook to the wire. Only two starters lined up for the five-mile amateur championship. Oliver Shock and Taylor, two Indian riders, were the pair to battle it out, and Shock won by a few yards.

I. Hammond proved to be the better rider in the five-mile sidecar race, beating Preston Beall, W. H. Dess and Pallozzo in the order named. After having encountered engine trouble in the above event, "Happy" Mears came back, so to speak, in the second sidecar race at the same distance and won with Pallozzo second and Dess third. It was a great day for the Indian, as all six events went to riders of that machine. Summaries:

Five-mile sidecar race, professional—Won by I. Hammond, Indian; second, Preston Beall, Indian; third, W. H. Dess, Harley-Davidson; fourth, Joseph Pallozzo, Harley-Davidson. Time, 7:46.

Two-mile race for lightweight machines—Won by Howard French, Jr., Indian; second, Norris Hook, Indian; third, Gorsuch, Dayton, Indian. Time, 3:40.

Five-mile, professional—Won by Kenneth H. Verrill, Indian; second, Joseph Pallozzo, Harley-Davidson; third, Matthew Neil, Indian. Time, 6:01.

Five-mile championship for lightweight machines—Won by Oliver Shock, Indian; second, Taylor, Indian. Time, 7:27 1/5.

Five-mile sidecar race, professional—Won by "Happy" Mears, Indian; second, Joseph Pallozzo, Harley-Davidson; third, W. H. Dess, Harley-Davidson; fourth, Preston Beall, Indian. Time, 7:16.

Ten-mile, professional—Won by Kenneth H. Verrill, Indian; second, Matthew Neil, Indian; third, Joseph Pallozzo, Harley-Davidson. Time, 12:27.

FOUR RACES AT READING

Two Bicycle and Two Motorcycle Events Feature Labor Day Meet in Bay State

READING, Mass., Sept. 4.—A combined bicycle and motorcycle race meet was held at Quannapowitt Park yesterday afternoon. M. Senatore won both the bicycle races. The 15-mile professional motorcycle race, which had to be cut to ten miles on account of accidents, was won by William Williams, a localite. William Florence won the amateur motorcycle contest. Summaries:

One-mile bicycle—Won by M. Senatore, Woburn; second, J. Senatore, Woburn.

Three-mile bicycle race—Won by M. Senatore; second, J. O.'Brien, Woburn.

Ten-mile motorcycle race, amateur—Won by William Florence, Reading; second, Charles Doherty, Woburn. Time, 12:15.

Ten-mile motorcycle race, professional—Won by William Williams, Billerica; second, William Williams, Reading; third, Harry Hildreth, Somerville. Time, 12:02.

JOHNSON DEFEATS FOX

DENVER, Col., Aug. 31.—Motorcycle fans of Grand Junction, Col., were treated to a race meet Sunday, Aug. 26, under the auspices of the Indian and Harley-Davidson camps of that place. As a starter, Melvin Johnson, Harley-Davidson, defeated Peter Fox, Indian, in two straight heats over the mile course. In the next event Felix Carson was bested by Fred Shaul.

KINGSLEY PRAISES CLEVELAND

NEW YORK.—Mahon Kingsley writes from Elizabethtown, N. Y., to John Lever, Cleveland agent in New York, that he had a delightful trip of 145 miles from Albany on his Cleveland. He made the distance in seven hours and experienced no trouble after he had disposed of some poor gas and filled his tank with a better quality. He was accompanied by a friend on a heavier machine which, he says, was in difficulty many times.

GOODYEAR EMPLOYES TO SWIM

AKRON, O.—To add bathing to the sports, which are now open to employes of the Goodyear Tire & Rubber Company, at its 40-acre athletic field, known as Seiberling Park, the company is now dredging a four-acre pond that lies within the field adjoining the playgrounds. As soon as all the muck has been removed a sandy beach 300 feet long and 100 feet wide will be constructed, and a first-class bath-house erected ready for use next spring.

CUBA DEMANDS AMERICAN CYCLES

CIENFUEGOS, Cuba.—B. Carbo, a dealer in Cienfuegos, writes that with the great road improvement which is going on, the enthusiasm for Pope motorcycles and Columbia bicycles is increasing by leaps and bounds. This dealer is assuring the steady growth of his business by widely advertising the fact that the cycles he handles are genuine American products.

50 RIDERS VISIT CAPE COD

PROVIDENCE, R. I., Sept. 2.—The regular weekly motorcycle run of the Providence Motorcycle Club extended to Cape Cod and Woods Hole, Mass., today. More than 50 riders, including many sidecars, participated in the event, which was in charge of Captain J. G. Edwards.

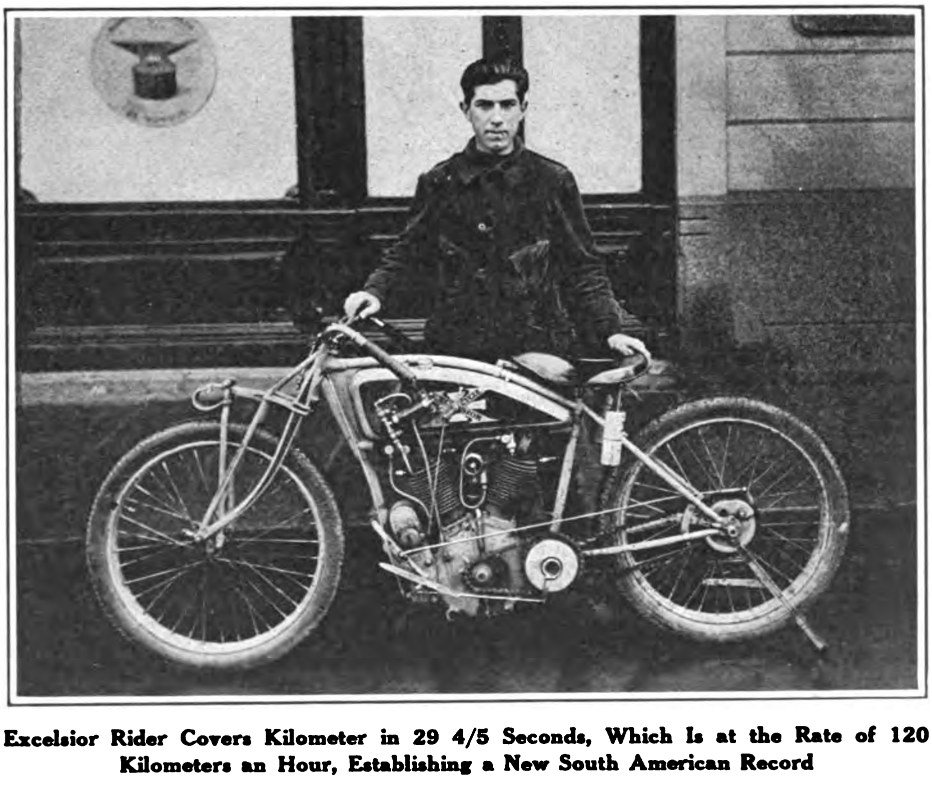
LEIMERT SELLS FIRESTONE RIMS

AKRON, O.—Joseph F. Leimert has joined the rim sales department of the Firestone Tire & Rubber Co. He lately has been manager of the Buffalo branch of the Packard Motor Car Co., and was for a time with James Levy in Chicago.

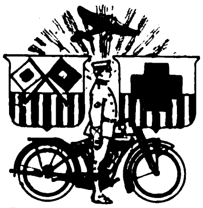
THACKERY MAKES A CHANGE

PROVIDENCE, R. I., Aug. 23.—Roscoe L. Thackery, who has been head salesman for the Harley-Davidson agency here for some time, has resigned to go to Michigan to take a position with a tire manufacturing firm. His place is taken by Michael DiMaio, a former post-office employee.

DOMINGO TERRE, NEW URUGUAY CHAMPION



Excelsior Rider Covers Kilometer in 29 4/5 Seconds, Which Is at the Rate of 120 Kilometers an Hour, Establishing a New South American Record



WEEK'S BUDGET OF ARMY MOTORCYCLE NEWS GATHERED FROM MANY SOURCES

PITTSBURGH AND VICINITY ARE PREPARED FOR ANY EMERGENCY

Smoky City Residents Are Proud of Troop A, Home Defense Motorcycle Corps, Whose Neatly Uniformed Members Have Volunteered Their Services to Repel Invaders or to Quell Local Disturbances

VALLEJO RIDERS JOINING THE COLORS

Some Veteran Enthusiasts Enter the Aviation Corps While Others Will Serve as Mechanics; Military Interest Runs High

VALLEJO, Cal., Sept. 3.—The Vallejo M. C. has been kept pretty busy of late with farewells to the boys who are going to serve Uncle Sam. Jack Mahlstedt, one of the most popular riders in this section of the State and a racer of local renown, has gone into the aviation corps as a motorcycle mechanic. Mahlstedt is a charter member of the Vallejo M. C., and is looked upon as one of the most competent all-around motorcycle men in this vicinity. He was recently married, by the way, to Miss Golda Leonard, in Sacramento.

Clarence Leonard, known here as "Mose" Leonard, also a charter member of the Vallejo M. C., and winner of many prizes in local events, has left this city to join the aviation corps. Leonard served several months recently as chauffeur at the Mare Island Navy Yard.

A. E. Shrader, of Vacaville, another popular motorcyclist and member of the Vallejo M. C., has gone to Angel Island, where the aviation corps is located, and expects to be assigned to motorcycle repair work.

Shrader, like Mahlstedt and Leonard, is an expert repair man, as well as an experienced roadster.

Elmer Hansen, president of the Vallejo M. C., has enlisted in the Coast Defense Reserve, with title of Chief Yeoman.

E. D. Stevens, secretary and treasurer of the Vallejo M. C., and correspondent for MOTORCYCLE AND BICYCLE ILLUSTRATED, has entered the Coast Defense Reserve, with the rank of gunner (radio). Mr. Stevens joined the service several months ago and expects to see action almost any time now.

MOSLER PLUGS FOR WAR

Sales Manager Fisher Secures Order to Equip American Expeditionary Forces

NEW YORK.—J. W. Fischer, sales manager of A. R. Mosler & Co., has returned from Washington with an order from the Quartermaster's Department, for the American Expeditionary forces in France, for spark plugs, which takes in all the requirements for plugs to be used in the trucks, pleasure cars, motorcycles and tractors, which are with the American army at the front.

The business was placed entirely on mica core plugs.

SIDECARS FOR SOLDIERS

SAN FRANCISCO, Cal., Sept. 1.—Manager Richard Shepard, of the local Appeal store, is a busy man nowadays taking care of the delivery of the 1,500 Harley-Davidsons recently purchased by the War Department. The Eighth Battalion Signal Corps, stationed at the Presidio in Monterey, has received 28, with sidecars, and the Quartermaster's Department at the Palo Alto cantonment expects a delivery of 57 machines and 12 sidecars soon.

DEALERS CALLED IN DRAFT

ORANGE, Cal., Sept. 1.—The draft called Jed Carriker and Lester Crowl away from their business of selling Indians. Carriker was exempted, but Crowl may have to serve with the colors.

LEVY IS A DISPATCH RIDER

NEW YORK, Sept. 3.—Charles Levy, of the Yorkville, M. C., is at present the official dispatch rider of the Coast Artillery Corps, with the 10th Company Coast Artillery, located at Fort Schuyler. This announcement is made by way of correcting an erroneous statement made recently in these columns that Mr. Levy was identified with another branch of the service.

MORE FOR UNCLE SAM

San Francisco Dealers Are Busy with Government Motorcycle Orders.

SAN FRANCISCO, Aug. 29.—Fifty-seven Harley-Davidsons, models F and J, have been sold by the Appeal Mfg. & Jobbing Co. to the Quartermaster's Department at Camp Fremond, Palo Alto. The machines are now ready for shipment and are being held pending final instructions from headquarters.

Twenty-eight Harley-Davidson machines have been ordered for the Eighth Battalion, located at Monterey, and the Appeal company has also sold five Harley-Davidson sidecar outfits to the Signal Corps at Monterey Presidio.

Thirteen olive drab Indians have recently been sent to army units in this vicinity by John Baumgartner, the Hendee representative.

WILSON WRITES M. & A. T. A.

Thanks Organization for Its Pledge of Support and Co-operation.

NEW YORK, Sept. 3.—In response to a resolution adopted by the Motorcycle and Allied Trades Association at the Atlantic City Convention, assuring President Wilson of the loyalty and fullest possible co-operation of the motorcycle trade body, Manager Donald G. Perkins, of the M. & A. T. A., has received the following reply:

"The President asks me to make cordial acknowledgment of your telegram of Aug. 11, and to tell you and the members of the Motorcycle and Allied Trades Association that he deeply appreciates your patriotic pledge and support. With an expression of the President's thanks to you and to everyone concerned, I am

"Sincerely yours,
(Signed) "RUDOLPH FORSTER,
"Executive Clerk."

SCHERER TAKES TO FLYING

WHITTIER, Cal., Sept. 1.—"Hap" Scherer, of Milwaukee, is studying aviation at the Riverside Aviation school, his ambition being to obtain a pilot's license.

MORE ELBOW ROOM FOR ERICSSON

Increased Demand for Berling Magneto Results in Plans for New Building; Has Scored Success in All Motor Ignition Fields

BUFFALO, N. Y.—The Ericsson Mfg. Co., which markets the now popular Berling magneto, has just broken ground for an extension to its plant. The new building, which will be in full swing in Oct., will permit of doubling the present output of the plant.

This one hundred per cent. increase in manufacturing facilities has been necessitated by the great demand for the Berling magneto, which is now the company's main product. Plans for further extension of the plant over part of the 13½ acres still remaining on the Ericsson property are under consideration.

The Berling magneto was first adopted on the Curtiss aeroplanes. With it, Victor Carlstrom made most of his records for height and distance. In a short time the motor-boat industry discovered the qualities of the Berling, and the greatest of the marine-engine manufacturers—including the Sterling, Van Blerck and a half dozen others—adopted the Berling magneto.

The motorcycle field soon adopted the Berling, the Henderson motorcycle being the pioneer user. Recently a Berling-equipped Henderson clipped three days off the transcontinental motorcycle record. The Berling is now standard equipment on six of the best-known motorcycles made in America.

Glenn Curtiss, inventor and developer of the Curtiss aeroplane, recently said this in regard to the Buffalo-made Berling magneto:

"In response to your request for my personal opinion of the Berling magneto, I can earnestly say that the high quality of your product has been the most important factor in the successfully rapid development of our aeronautical motors during the past few years.

"With the foreign supply of magnetos shut off from this country, it was imperative to the success of aviation in this country that a magneto be developed equal to the rigid requirements necessary. I believe that in your product we have an equal, if not a superior, article to those which were being supplied to us by foreign manufacturers, and by their continual use on our motors, have proven them equal to the demands of our customers."

SALESMEN CRUISE ONTARIO

Sales Talks Given on Lake Steamer During Three-Day Convention

TORONTO, Ont.—Following the annual convention of the bicycle dealers of Canada at Toronto on August 28-29, the entire sales organization of the Canada Cycle & Motor Company, Limited, went for a cruise across Lake Ontario on the steamer *Cayuga.* The traveling salesmen, managers and other men of the company gathered for a number of sales talks and informal chats on board the boat and also at Niagara-on-the-Lake, Ont., where the voyagers disembarked for some of the business sessions. The sales convention of the C. C. M. company covered the three days of August 29 to September 1.

MOTORCYCLES FOR TRAINING CAMP

COLUMBUS, S. C., Sept. 4.—It has already been decided that motorcycles will figure in the activities at the extensive army camp now under construction here, 12 Harley-Davidson motorcycles and four sidecars having already been ordered. Messrs. Campbell and Heidt, local dealers, are authority for the statement that another substantial order for Harley-Davidsons will be placed in the near future.

WESTERN M. C. PLANS RUN

DENVER, Col., Aug. 31.—The Western M. C. is planning a sociability run to be held in the near future. The club has not held an outing for sometime, and in all probability the coming affair will be the last one of the season. There is talk of a banquet to be given in the club rooms sometime early in the fall.

TELL JOINS LANG SALES FORCE

CHICAGO, Ill.—William A. Tell has joined the sales force of C. H. Lang, agent for the Harley-Davidson in Chicago.

PICNIC RUN FOR NEWARK MOTORCYCLISTS

Walter Goerke Expects More Than 200 Riders to Go with Him to Sterling Forest, Greenwood Lake, Next Sunday

NEWARK, N. J., Sept. 4.—Walter Goerke's third annual run to Sterling Forest, Greenwood Lake, N. Y., will be held next Sunday. Two parties will leave Newark for the lake at 7:30 and 8 a. m., starting from the New Jersey M. C. rooms. As an inducement to get the crowd out early, two "Early Bird" prizes are put up, and only those riders passing a given point before 10 o'clock will be eligible for them.

At the lake novelty games are scheduled, with about $50 worth of merchandise prizes to be awarded the winners.

Walter will furnish the lighter end of the refreshments, after which the crowd will be taken around the lake on a chartered launch.

A record crowd is looked for this year, and as 125 motorcyclists turned out last year, there are indications that more than 200 will partake of Walter's hospitality this time.

THIS ROGERS HOLDS A HAPPY FAMILY

Edward S. Hauck, Riding a Reading Standard, Takes His Family on a Leisurely Sightseeing Tour from Seattle to Toronto in Rogers Sidecar

WILL RACE AT STATE FAIR

DENVER, Col., Aug. 31.—The motorcycle is to have its place on the entertainment program of the Colorado State Fair, scheduled for Pueblo, Sept. 17-21.

It is the intention to have one motorcycle race each afternoon during the fair, for a purse of $100. This is the first time that motorcycle races have been given a place in the State Fair program.

CLYMER TAKES DENVER STORE

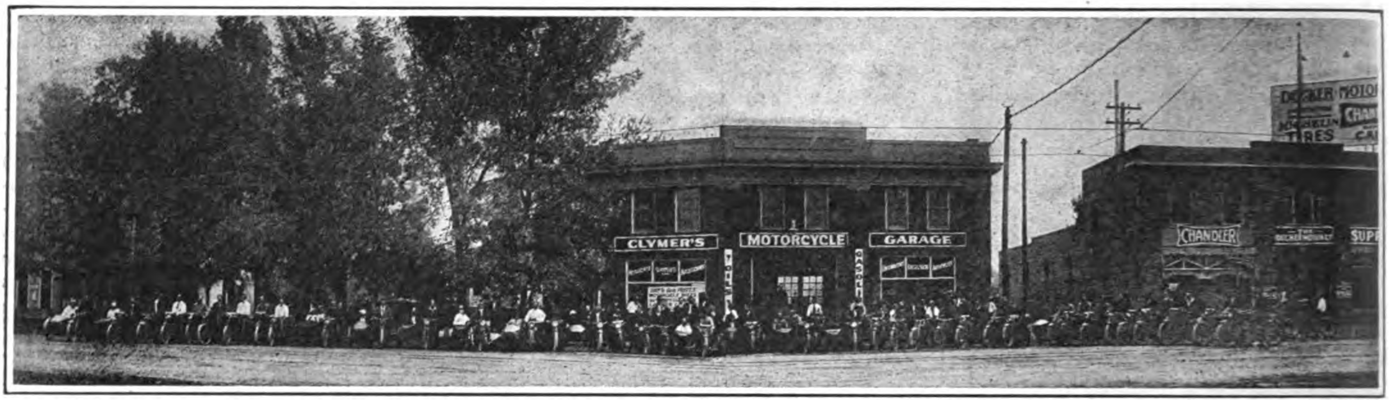
DENVER, Col., Aug. 31.—The Excelsior agency in this city, which covers the distribution of that machine for Colorado and Wyoming is now in new hands.

Ed. Mead, who for a number of years has handled the Excelsior in this State and Wyoming, has decided to retire and has turned the agency over to Floyd Clymer, of Greeley.

Clymer already has a thriving motorcycle business in Greeley, which he will continue to operate as his headquarters. The Denver Excelsior agency will be managed by A. G. Eltinge, who for the last five years has been connected with the Walter Whiting Harley-Davidson store here.

CLYMER ENTERTAINS AT ANNUAL PICNIC

Greeley Motorcyclists to the Number of 150 Make 76-Mile Run at Average Speed of 25 Miles an Hour; Luncheon and Games Complete Interesting Program



Some of Floyd's Boosters in Front of His Headquarters Awaiting Signal to Start

GREELEY, Colo.—Half an hour of rain failed to dampen the ardor of the 150 motorcyclists who took part in the third annual picnic staged by Floyd Clymer to Montrose Inn on Sunday, August 26. The run to and from the Inn, a distance of 38 miles each way, was made without mishap to any of the riders. The route was through the beautiful Big Thompson canyon. Although it started to rain after the run was well under way, the enthusiasm was more than enough to counteract the shower, and a speed of 25 miles an hour was maintained throughout the trip without difficulty.

As soon as the machines were parked at the Inn the riders fell to on the sandwiches, doughnuts, cheese, pickles, potato chips, coffee, bananas, ice cream, cake, candy and cigars which were furnished by Clymer. This onslaught rivaled that made on the road mileage.

Then came the games for prizes hung up by Clymer. There was the usual 100-yard dash, with Perry Davis, a Henderson rider, in front, and Jacob Croissand, an Excelsior boy, second and a 100-yard slow race, in which Will Douglas, on an Excelsior, took the honors, with Ed Wickham, on an Indian, claiming second place.

Henry Speaker pushed his Excelsior 50 yards faster than any of the field which was contesting the point with him. Lawrence Wickham gave him a close struggle with his Indian. In this event it was not permissible to use the motor in any way.

But the most fun of the day came in the spark plug changing contest. In this the contestants were blindfolded and handed plugs. Before they started their machines were mixed up. Their problem was to find their own machine, screw in the plugs and get their motor running. Harry Davis, a Harley-Davidson man, won, with Harry Speaker, Excelsior, crowding him for the first place.

Two Belgium boys, Andy and Leon Carter, both of whom ride Harley-Davidson's, won first honors in the three-legged race. Henry Speaker and Jacob Croissand were second.

An indication of the way the later models of motorcycles are selling was given in the styles that were ridden through the canyon by the picnickers. Only one of the machines was a 1914 model, the others were '15 models or since then.

F. A. M. GOING AFTER 10,000 MEMBERS

President Falor Announces Removal of Secretary's Office to Akron and Says Organization Will Work for Big Things

NEW YORK, Sept. 1.—Predicting a paid-up membership of ten thousand for the F. A. M. in the near future, and a reduction of the overhead operating expenses of the organization to about half of what it has been in previous years, President Shelby A. Falor, of the national body, stated in a telephone interview with a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED today that the outlook for the future is highly promising. President Falor pointed out that with the liquidating of the Federation's indebtedness the decks have been cleared for concerted action, and that big things may be expected if riders and the trade in general throughout the country will adopt a pull-together policy. Mr. Falor stated that plans are now under way for an intensive membership campaign, in which it is hoped to line up trade interests solidly behind the F. A. M. He asserted that there is already a strong disposition among manufacturers, jobbers and dealers to give the F. A. M. the co-operation it needs, and that the ten thousand membership figure is really a conservative one.

In connection with the announcement made a few days ago that the office of the F. A. M. secretary-treasurer will hereafter be located at Akron, O., President Falor stated that he has not as yet referred the name of Mr. Gibson's successor to the Board of Directors. He stated, however, that he has in mind a capable man who will be able to make his headquarters in Akron, and thus aid in further concentration of the Federation's official business. From now on all communications intended for the secretary's office should be addressed to Secretary-treasurer of the F. A. M., Akron, Ohio.

President Falor, in connection with the latest change, pointed out that a year ago the F. A. M. was in debt to the amount of $5,000, and that now this cloud has been cleared off the organization's horizon. In addition, highly satisfactory progress has been made towards the elimination of outlaw races, the overhead expense of the body has been reduced nearly 60 per cent, and a great deal of constructive legislative work has been accomplished. In other words, the past year has shown wonderful progress along F. A. M. lines, and President Falor is convinced that an even faster pace can be set from now on.

FAIRLAWN RACING RESULTS

Sprague Wins Twice on a Harley-Davidson; Kohl Finishes Second

COSHOCTON, Ohio, Sept. 4.—The results of the motorcycle races held during Labor Day celebration at Fairlawn Park follow: Ten-mile event, Sprague, Harley-Davidson, first; Kohl, Indian, second; time, 12 minutes. Fifteen-mile event, Sprague, first; Kohl, second; time, 15 minutes. The sidecar event was won by Kohl in 16 minutes. Cognion, riding an Excelsior, finished second.

SPLITDORF CONCENTRATES

NEWARK, N. J.—The Splitdorf Electrical Co., of Newark, has decided to confine its efforts entirely to the manufacture of ignition apparatus. It will drop the starting and lighting equipment as a regular product, but will continue to supply parts for the large number of instruments now in use.

PENN. RUBBER CO. DIVIDEND

JEANETTE, Pa.—The board of directors of the Pennsylvania Rubber Co., Inc., have declared a quarterly dividend of 1¾ per cent on the preferred and 1½ per cent on the common stock. This is payable September 29 to stockholders of record September 15.

WALDEN RESIGNS FOR AMBULANCE WORK

Mackey Succeeds Him as President of New Jersey M. C.; Jersey Jaunt Will Be Run on October 7 Over 222-Mile Course

NEWARK, N. J., Sept. 1.—Wilbur M. Walden, president of the New Jersey M. C., has resigned his office and has enlisted in Ambulance Company No. 33 of Summit, N. J. After a preliminary training at Butler, N. J., the outfit has been ordered to Syracuse, N. Y. It will be part of Sanitary Train No. 117. Walden's going will be missed by the club for he is an energetic worker, both in the club-rooms and on the road. A. R. Mackey, the vice-president, was elected to fill the vacant chair and "Link" Holland, a former president and a partner in the Carl W. Bush Company, local Harley-Davidson distributors, took his place as vice-president.

With the departure of Chester Charles, who enlisted in the Eighth Divisional Headquarters Troop as a dispatch rider, the First Lieutenancy in the road officers had been unfilled. At a special election last meeting night Clarence Eckhardt was made first lieutenant to fill his place. Charles has been promoted to sergeant already, due to his knowledge of motorcycles. Another New Jersey M. C. member to receive honors is John E. Cash. He has been promoted to a sergeantcy in the Battery A outfit at Sea Girt.

The New Jersey M. C. will hold its 2d annual "Jersey Jaunt" on October 7th, over a 222-mile course, with Hammonton, N. J., as its noon stop. There will be four checking stations on the route, Trenton, Hammonton, Tom's River and Newark. The run will start at 6:30 a. m., and be due back at 5:08 p. m. A 22-mile an hour gait will be maintained and as the course is over state roads every inch of the way there should be no difficulty in holding this pace. The idea of the run is not to "kill off" the field, but to give every contestant opportunity to win one of the silver medals offered for finishers who comply with the rules. A 15-minute allowance in time will be given each contestant who meets with hard luck, which pulls the schedule down to 20 miles an hour. No secret checks are to be used, and all that will hold the speed boys, is the fact they cannot check in ahead of time.

No other awards than the silver medals will be made, the entry-fee is to be $2.00 and the blanks will be ready on Sept. 15.

VIDAL TAKES SPANISH CUP

Riding an 8-Valve Indian He Makes 156-Mile Run in Less Than Four Hours

BARCELONA, Spain.—J. Vidal, riding an eight-valve Indian, made the best time over the rough and winding course from Vendrell to Villa Nueva, Castellet and Arbos and return, 156.6 miles, in a meet recently held by the Sporting Union of Vendrell. Vidal's time was 3 hours 46 minutes. He won the Collaso cup, the trophy offered by Señor Sotto, and the Industrial Center cup. Second place was taken by J. Estallella, also on an Indian, the time being 3 hours 52 minutes.

Vidal's performance was considered so good that the Royal Motor Club of Cataluna decided to give him a banquet.

ROADS ARE BAD, SAYS BRIGGS

TORONTO, Ont.—A. A. Briggs, advertising manager of the Dunlop Tire & Rubber Goods Company, Ltd., Toronto, has returned from an extensive tour of Eastern Canada. The impression which he gathered in his trips through the Maritime Provinces, Nova Scotia and New Brunswick was that bad roads were hindering the prosperity of the country to a considerable degree.

UNITED STATES TIRE MEN CONFER

PROVIDENCE, R. I., Sept. 1.—Representatives of the United States Tire Co. held their annual conference here this week at the plant of the Revere Rubber Company. J. Blackman, of New York, vice-president of the Commercial Vehicle; R. R. Drake, of New York, service manager; Garfield List, of Philadelphia, district manager; Charles Gray, Detroit, factory representative, and H. W. Waiter, general factory manager of the Revere Rubber Company, were present.

FREED HAS PNEUMONIA

SAN FRANCISCO, Cal., Sept. 1.—Although suffering for the last 10 days in the hospital with pneumonia, A. Freed, president of the Pacific Motor Supply Company, is progressing, and his early recovery is anticipated.

MEINERT IS A SOLDIER NOW

TOLEDO, Ohio.—D. E. Meinert, manager of the motorcycle department of the Union Supply Co., has been caught in the draft for the National Army. He expects to don the khaki within a few days. He has been with the Union Supply Co. for the last years, and he says the commercial sales this year set a new record. Among his deliveries were machines to the police and street departments of the city, the Home Furniture Co., the Cable Piano Co., the Aufderhide Hardware Co. and the Toledo Automobile Club.

BROWN TO VISIT THE COAST

LOS ANGELES.—When Fred L. Brown, sales manager of the Pierce Cycle Company, visits Los Angeles in a week or ten days, on his annual trip to the Pacific Coast, he will make his headquarters with John T. Bill, Pierce distributor for that territory.

TUNGAR RECTIFIER ON MARKET

General Electric Company Brings Out Recharger to Operate at About One Cent an Hour; Applicable to the Motorcycle

SCHENECTADY, N. Y.—In order to change 60-cycle alternating current of 105 to 120 volts so that it may be used to charge three or six cells of storage battery, the General Electric Company has developed a 2-ampere rectifier called the "Tungar." Operating costs are approximately one cent per hour in operation at a ten-cent rate for current.

The Tungar is practically automatic. It starts when the switch is closed. If the current fails, no current is permitted to flow back from the batteries and when the current comes on again it starts itself recharging. The only attention necessary is to shut it off when the battery is recharged. It requires no attendant owing to its inherent control and absence of moving parts.

The Tungar Rectifier

The Tungar rectifier is simple to operate. Attach the red terminal to the positive pole of the battery and the other terminal to the negative, screw the attaching plug into a lamp socket and turn on the switch.

It is particularly adapted to charging smaller storage batteries such as are used for lighting and ignition on motorcycles. In fact many stations make it a rule to charge all batteries at not over two amperes.

The Tungar will charge three cells at two amperes, or six cells at about one ampere, and takes from 60 to 80 watts per hour from the line.

The live parts are enclosed within a black japan casing with metal cover and consist of a rectifier bulb which transforms the current, and a compensator for stopping down the voltage to charge the proper direct current voltage to charge the storage batteries. A fuss and holding receptacle are included to protect the device.

Bulb life averages between 600 and 800 working hours under nomal conditions. The bulbs are not expensive and are easily obtainable.

SWENSON PLEASES TOURISTS

PROVIDENCE, R. I., Sept. 1.—A party of ten tourists on six Indians passed through this city Tuesday on their way to Allentown, Pa. They came here from Massachusetts. The party has been touring through New York to Montreal and Quebec and back by way of Maine. While in this city the members of the party went to B. A. Swenson's Broad street store. They stated it was the first real motorcycle store they had seen on their trip.

LOS ANGELES BUYS INDIANS

LOS ANGELES, Cal.—The Los Angeles Police Department has just given an order for 20 big-valve Indians and four single-cylinder Indians to the Pacific Motor Supply Company, local distributors. The twin machines were purchased as the result of a series of tests to determine a suitable machine for the department's handling of the speeding problem. The single-cylinder mounts will be used for traffic and patrol service.

DOMINION BICYCLE MEN TO ORGANIZE

Toronto Convention Results in the Formation of the National Bicycle Dealers' Association of Canada; Hardware Men Will Co-operate; Release of Munition Workers Will Assist Manufacturers

TORONTO, September 1.—The decision was reached at the "first annual convention of bicycle dealers," held here on August 28 to 31, to organize the National Bicycle Dealers' Association of Canada. After a somewhat spectacular agitation on the part of a number of the bicycle retailers, the preliminary move was made toward the formation of the proposed body and an "electoral college" is to be called together at an early date to complete the association.

One of those who became actively concerned in the formation of the bicycle dealers' association was W. F. McPherson, of Prescott, Ont., secretary of the Retail Hardware Dealers' Association of Ontario. In a speech at the business session in the Carls-Rite Hotel, Mr. McPherson urged the immediate organization of an association for the bicycle trade. Compared with the hardware business, the dealers' association would be extremely simple. In the hardware trade, he said, there were many details which had to be considered; in the bicycle field, the various considerations were simple and few. The benefits which would be derived by the bicycle men, however, would be just as important and numerous as in the hardware trade, he said. Mr. McPherson will be one of those who will assist in drawing up the laws and in choosing the officers for the first year.

Special Committee Named

There are a comparatively large number of local bicycle associations in the cities of the Dominion, and it was the unanimous opinion that if these bodies were good for the trade in each community a national body could be much stronger and efficient. Following up this feeling, it became the decision of the convention to leave the organization of the National Association to a special committee composed of one representative from each of the local associations. The latter are now found in Hamilton, Brantford, London, Ottawa, Toronto, Winnipeg, Calgary, Vancouver, St. John and other centers.

One of the many men who addressed the convention was R. Blain, Jr., of Brantford. He told of the benefits derived through special window displays in which he had taken particular interest. Three years ago he had taken on the bicycle as a sideline, but had not been able to push this business for 18 months because he had been serving in France.

A. E. Treadgold, of Kingston, dwelt upon the subject of "Sidelines" generally. He made a specialty of repairing and cleaning phonographs and found that this work fitted well into his business, particularly with the bicycle end which was more active in summer of course. He has been able to sell 160 new wheels this year. His bicycle department is becoming a strong feature of his business.

P. B. Halladay, of Winnipeg, declared that when the crops were good in the West all business was bound to be good. He had found in the West what he considered illegitimate competition. This was from those whose real interest did not affect the bicycle. These included the grocer, the coal man and others who had no right, in his opinion, to sell a few bicycles. There are quite a number of hardware men who were doing well with the bicycle in Manitoba and the Prairie Provinces, however.

No Mail Order Business

"I believe in dealers' associations," declared J. McNiece, of McNiece & Orchard, Montreal. "It will help us to shut out the mail order business. I do not favor doing repair work or giving any service on a mail order bicycle. We should also organize to cut out the cheap bicycle. If we sell cheap bicycles at small profit, we stand to lose through the service and free repair work necesssary. We cannot afford to handle 'junk.' Our trade will be benefited by handling the best."

N. S. Ferries, of Hamilton, argued that confidence between dealers would help to overcome many obstacles. An association, however, is not the panacea for all ills, but co-operation is the keystone of success, he said. The benefit of an association is simply "profit." Every dealer measures his success by profits.

J. W. Gibson, general manager of the Canada Cycle & Motor Co., Ltd., Weston, said that the convention could not have been more representative of the trade, under almost any circumstances, than it actually was. Fifty-four different cities and towns of Canada were represented and the men had come from almost every part of the country from Vancouver to St. John, N. B. One hundred and fifty members of the bicycle trade were present.

Important statements were heard by the dealers at the big banquet held in the Carls-Rite Hotel, on Tuesday evening.

The announcement had just been made in the daily newspapers that great numbers of munition workers were being released from various Toronto plants, and this fact gave several of the speakers a cue for comment. J. P. Henry, formerly of the National Cash Register Company, of Dayton, declared that the discharge of munition workers should not cause alarm among the bicycle retailers because it would mean many skilled mechanics for the bicycle business in which there had been a severe shortage for two years. More bicycles could be made and deliveries would undoubtedly be more prompt.

"One of the blessings to be derived from the war will be the experience gained by munition workers," declared Mr. Henry. "These mechanics have learned what precision means, and that is something which will benefit the bicycle business."

Warned Against Credit

T. A. Russell, president of the Canada Cycle & Motor Company, said that he had no apologies to make concerning slow factory deliveries and other inconveniences of the last year or two because he had been engaged in a more vital service to the empire and the Allied cause, namely, the production of munitions on a great scale. He knew that the dealers were really glad that his interests had been able to perform this service.

Mr. Russell also warned the dealers against the extension of credit. There would be a period of readjustment after the war during which the dealers would probably find it necessary to give careful attention to all business details. This readjustment period might extend for two years after the cessation of hostilities. The retailers might not be able to carry themselves over this period if they were not careful with credits from the present time.

Other speakers included W. B. Northam, E. M. Peer and W. M. Gladish.

SPILLS MAR RACING

William Lineaweaver, of Lebanon, Takes Three Events at Labor Day Race Meet

LEBANON, Pa., Sept. 3.—Spills marred the motorcycle races held by the Keystone Motorcycle Club on the Lebanon Fair Grounds track today. The racing drew out a crowd of 3,000. William Lineaweaver, a localite, won the 10 and 15-mile events, as well as the time trial.

A unique feature of the racing was the entrance of Miss May Gallagher, of Harrisburg, in the three-mile sidecar event, in which she finished second to Heaghy, of Harrisburg. Summaries:

Three-mile, amateur—Won by Zimmerman, Harrisburg; second, Davis, Harrisburg; third, Nichols, Harrisburg. Time, 3:47.

Ten-mile, professional—Won by William Lineaweaver, Lebanon; second, George Tritt, Philadelphia; third, Lafield, Philadelphia. Time, 12:24.

Three-mile sidecar race—Won by Heaghy, Harrisburg; second, Miss May Gallagher, Harrisburg; third, Nichols, Harrisburg. Time, 4:13.

One-mile time trials—William Lineaweaver, 1:10; Lafield, Philadelphia, 1:12.

Three-mile, amateur—Won by Tritt, Philadelphia; second, Nichols, Harrisburg; third, Zimmerman, Harrisburg. Time, 3:36.

Fifteen-mile, professional—Won by William Lineaweaver, Lebanon; second, Lafield, Philadelphia. Time, 18:10⅕.

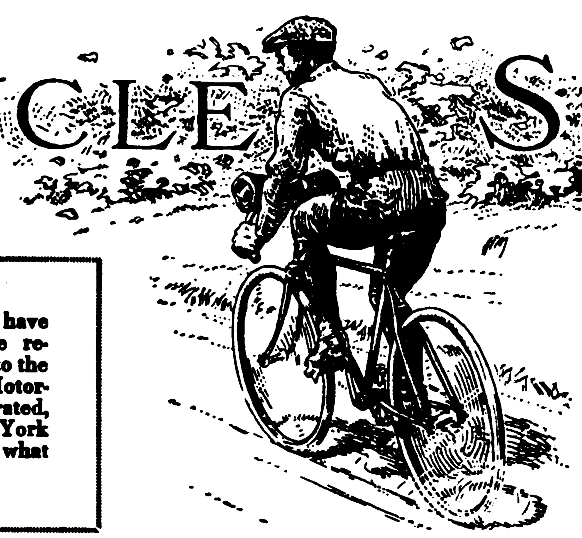
HAGEDORN & WEBSTER ARE BUSY

SOUTH BEND, Ind.—Hagedorn & Webster, whose shop at 216 East Jefferson street, is a Mecca for motorcyclists and bicyclists, are greatly encouraged over the trade conditions which they have met this year. They handle the Harley-Davidsons, and so far this year they have delivered 65 of the twins.

The demand for sidecars also has been good and the delivery record shows that more than 40 have been purchased. There is a constantly increasing demand for second-hand motorcycles.

The bicycle department, added this year, has a sales record of 50 deliveries.

BICYCLE SECTION



Bicycle dealers who have photos or news items are requested to address them to the Editor, Bicycle Section, Motorcycle and Bicycle Illustrated, 450 Fourth avenue, New York City. Let the trade know what you are doing.

The Editor of the Bicycle Section is desirous of obtaining club news and photos of riders on the road. Carry a camera and let cyclists throughout the country see what you are doing. All contributions will receive prompt attention.

War Sells Canadian Bicycles

European Conflict Causes Great Demand in the Dominion for Ladies' Models Among the Factory Women Who by Going to Work Have Released a Man for Service "Somewhere in France"

A MESSAGE OF OPTIMISM, EXPANSION AND PROGRESS

By G. M. MacWilliam

IT is but natural that the entry of the United States as an active participant in the world war should create a feeling of uncertainty in certain quarters regarding its effect upon the bicycle industry. The purpose of this article is to outline what has occurred in the bicycle trade in Canada during the three years this country—as a part of the British Empire—has been involved in the great conflict, and its application to contracting conditions in the United States at the present time.

Brings a Message of Optimism

There is so much in common between the industrial affairs in Canada and the United States that what affects one is sure to react upon the other. Therefore, to those engaged in the bicycle business in the states we bring a message of optimism. Instead of retrenchment, the history of bicycle production in Canada during three years of war has been of remarkable expansion and progress.

Apprehension that the enforcement of the selective draft will call to the colors hundreds and thousands, if not millions, of young men for military service in the United States Army, and this reduces the number of prospective buyers of bicycles is an element which looms large to some at this time. Our answer to this is that Canada has equipped and sent overseas about 425,000 soldiers, with several thousands more in active training in this country, which is equivalent to an army of 6,000,000 for the United States based upon comparative proportion of population. Yet more bicycles are being sold in Canada today than before the war.

Industrially, the United States has a great advantage as compared with the time when Canada entered the war in August, 1914. During the summer of that year and prior to the opening of hostilities, Canada, like the United States, was experiencing a period of business depression. There was much unemployment, and a "hard winter" was anticipated. Then came the war. At this period stock exchanges closed, factories shut down, capital became cautious, development ceased, real estate enterprises collapsed, expansion and development ceased and a general feeling of uncertainty for the future prevailed throughout Canada. Contrast these conditions with the boom times prevailing in the United States upon her entry into the war, after two years of unparalleled prosperity, and who can say that America is not extremely fortunate in comparison?

In order to finance such a stupendous undertaking as raising and equipping an army, the Canadian Parliament shortly after the start of the war enacted special legislation providing additional funds through various forms of taxation, which included a horizontal increase of 7½ per cent. as a war tax and applying to existing rates of duty on all imports, including those from England. The cost of bicycles, sundries and supplies was at once proportionately increased. Subsequently, as the price of materials advanced, the amount of duty was correspondingly larger, adding greatly to the cost of the finished bicycle. Prior to the war, certain materials were imported from England, but this market was soon closed, and ever since then Canada has depended upon the United States for most of the material entering into the construction of bicycles, as well as sundries, such as lamps, bells, horns and saddles. As duty and war tax must be paid on all such articles, the selling prices of bicycles and supplies is rather high as judged by United States standards.

Will Cost Price Be Affected?

There appears to be an impression in some sections of the United States that the constantly increasing costs of materials will affect the price of the finished bicycle as to mitigate against its sale. What would the American manufacturer, jobber and dealer say if to their present costs had to be added 30 per cent. for duty and 7½ per cent. war tax? Still, that is the condition we have to contend with here and high prices have proved no barrier to sales for the last three years.

Hyslop Brothers, Limited, have been engaged in manufacturing bicycles, as well as jobbing sundries and supplies, for the last 28 years, and business in these lines has increased about four-fold since the beginning of the war.

In the spring of 1915, bicycle dealers in Canada were unduly alarmed lest the enlistment of so many men would curtail the volume of their business and consequently did not feel inclined to invest in the customary amount of stock. But this did not last long, for even then the reaction had commenced to set in. Shortly after the war began, large orders were placed for military equipment, such as horses, clothing, tents, boots and shoes, and this period also saw the beginning of the manufacture of munitions on a large scale in Canada. With the circulation and distribution of funds received in payment for such war material, general business began to show an improvement and the bicycle trade received its share. The United States is preparing to spend billions for war purposes, and the putting of such a vast sum of money into circulation should have an equally beneficial effect in America.

With the return of confidence in Canada, early in 1915, each month showed an improvement over the preceding one, affecting practically every line of business. Manufactures and exports have increased by leaps and bounds, customs receipts are continually growing, bank deposits swelling and general optimism for the future of the country is universal. In evidence of this, it is only necessary to cite a report from the Toronto Board of Trade as to how business has grown in Canada during the war, which reads as follows:

	1913.	1914.	1915.	1916.
Export of manufactured articles only	$54,010,873	$69,151,294	$151,751,844	$440,477,143
Total exports	474,413,664	447,934,285	781,826,122	1,308,913,418
Total imports	673,239,579	614,183,894	471,823,662	803,854,134
Duty collected	113,881,578	81,771,651	91,907,722	139,002,178
Aggregate trade	1,147,653,243	1,062,118,179	1,253,649,784	2,112,878,898

Owing to general prosperity, the increase in the sale of bicycles for pleasure purposes is very marked, embracing men's, ladies and juvenile models. Then again, many people employed in shops, factories and offices are buying bicycles for utility purposes who had previously never ridden a wheel.

Form Several Cycling Corps

Several cycle corps have been formed in Canada in connection with the army for service at the front, and the bicycles were supplied by Canadian manufacturers. This opens up a new field for the American manufacturers, as no doubt the United States Army will soon form a similar cycle section.

One of the surprises of the trade here is the demand for ladies' bicycles. This is attributed to many women being employed in occupations formerly held by men, and who find the two-wheeled "silent steed" as useful in transporting them to their work as do the men.

In this connection, would state that the enlistment of such a large number of men for military service has naturally created a shortage of labor. Their places are in many instances filled with women, especially in banks and other commercial institutions, factories and munition plants. In our own establishment, 53 men have enlisted, their places being taken principally by men unsuited for military service, returned soldiers and some women. However, as far as we can ascertain we have lost no business from this cause.

It was also during the three years of the war that the automobile business in Canada attained its greatest development, the increase averaging 36 per cent. for each year during 1914, 1915 and 1916, while in 1917 it is estimated the percentage of increase over 1916 will be about 50 per cent.

A summary of this article will show that Canada made greater progress in the bicycle and automobile business during three years of war than in times of peace, and we can see no reason why similar conditions should not prevail in the United States. Labor there, as here will be scarce and consequently thousands of people who hitherto had the desire to own a bicycle, but felt they could not afford one, will see the logic of buying so they may have an easy and at the same time cheap means of transportation to and from their work.

INTER-CLUB IS ACTIVE

New York Organization Acts on Coming Titular Events in October

NEW YORK, N. Y., Sept. 3.—At a meeting of the Inter-Club Amateur Cycle Road-Racing League at the Acme Wheelmen's headquarters, the dates of the championships for the league were ratified. On October 7, the quarter-mile, one-mile and two-mile races will be held. The following Sunday will be taken up with the running of the half-mile and ten-mile four-man team race. October 21 has been reserved as a rain date.

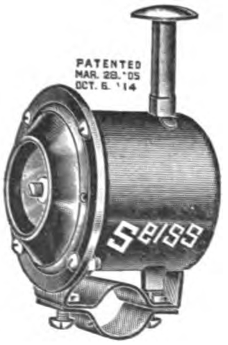
The races will be held over the famous Pelham Parkway course in the Bronx; they will be held in the morning at 10 o'clock. In running the individual titular races for the quarter and half-mile heats will be run. The nine representatives of the nine clubs comprising the league will be divided into three heats with the winner only to qualify. All clubs in the league are to send in their representative's name by Sept. 10.

The rule governing handicapping was amended to read "All riders winning first or second place from the two-minute mark and above shall be dropped one minute in the next race. All riders winning first or second from below two minutes shall be dropped 30 seconds in the next race." Next meeting will be held September 10.

NEW BICYCLE HORN

Seiss Mfg. Co., Toledo, Announces Bicycle Horn to Retail at $1

TOLEDO, O., Sept. 3.—The Seiss Manufacturing Co., of this city, has just announced a new horn for bicycles. The makers claim that it is the most practical bicycle horn on the market, that it gives a powerful warning signal with only a slight touch of the hand. The company states that the horn is made in the simplest manner and that it is practically fool proof.



The horn, Model "U-B," is 3 inches by 3½ inches and can be attached to either the top tube of the bicycle frame, the handlebar or the handlebar extension, as the rider prefers. The attaching fixture is strong and simple and the whole appearance is tidy and pleasing. The specifications are as follows: Finished in baked black enamel, tooth wheel drive direct from shaft, diaphragm with adjustable contact point and furnished complete with bracket. The new Seiss bicycle horn sells for $1.

THRILLS AT BERWICK

Labor Day Meeting Brings Out Fine Racing, Good Finishes and Spills

BERWICK, Pa., Sept. 4.—Fast racing and close finishes, in addition to a few spills, featured the annual Labor Day meet of the Berwick Athletic Association. The feature of the meeting was a 12-mile road race, which was won by Eugene O'Mara, a member of the Bay View Wheelmen, of Newark, N. J. The summaries:

Twelve-mile road race—Won by Eugene O'Mara, Newark; second, Thomas Guggia Berwick; third, Thomas Cain, Berwick; fourth, Fred Knoller, Milburn, N. J.; fifth, Frank Yeager, Berwick; sixth, Peter Dause, Berwick; seventh, Rock Woston, Berwick. Time, 31:36.

Boys' one-mile race—Won by Nevin Pettit, Berwick; second, Carl Dentler, Berwick; third, Frank Croop, Berwick; fourth, George Baker, Berwick. Time, 2:24.

Boys' Australian pursuit race—First, Hyman Winterstein, Berwick; second, Carl Dentler, Berwick; third, Louis Melito, Berwick; fourth, Nevin Pettit, Berwick; fifth, John Suvado, Berwick. Distance, 27 laps. Time, 15:45.

Two-mile handicap—First, Thomas Guggia, Berwick; second, Thomas Cain, Berwick; third, Peter Dause, Berwick; fourth, Rock Woston, Berwick; fifth, Eugene O'Mara, Newark. Time, 4:32.

Open Australian pursuit—First, James Ferruchi, Berwick; second, Eugene O'Mara, Newark; third, Thomas Cain, Berwick; fourth, Milton Moyer, Bloomsburg; fifth, Arthur Yohey, Berwick; sixth, Rock Woston, Berwick. Distance, 7¾ miles.

FALL MEET IN CHICAGO

CHICAGO, Ill., Aug. 20.—Sept. 9 has been picked out by the Chicago Cycling Club, 5715 Loomis Boulevard, for their fall series of races and a big entry list is already being made up. W. H. Grotjahn is promoting the affair and has arranged for four club races. There will be one club pursuit race, one five-mile handicap, one one-mile open and one team race. An attractive prize list has been offered by the U. C. T. D.

KENNEDY'S RECORD IS ACCEPTED

BROOKLYN, N. Y., Sept. 4.—Richard F. Kelsey, chairman of the National Cycling Association, has notified Tom Kennedy, a member of the Empire City Wheelmen, that his record for 100 miles, which he made at the Sheepshead Bay Speedway, Sunday, Aug. 19, had been accepted as the official mark for the distance.

RAIN SPOILS TWO MEETS

NEWARK, N. J., Sept. 2.—Rain spoiled the Wednesday night's racing at the Velodrome and again caused a halt on Thursday night when an attempt was made to stage the postponed meet.

TWO PLANS SELL THREE LINES

SOUTH BEND, Ind.—C. H. Whitmore & Co. are selling Racycle, Crown and National bicycles this season, both for cash and on the deferred payment plan.

Cycling Closeups from Far and Near

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1. Vancouver Bicycle Club at Capelans Bridge, Vancouver. 2. The Lookout with His Columbia Bicycle. 3. Century Road Club Association on Recent Tour to Woodland Beach, Staten Island, Resting En Route. 4. George Wiley, American Paced Champion (on left) and Victor Linart, the Belgian, at the Revere Beach Track, Revere, Mass. 5. Master Frank Boettner, Newark, N. J., With His Kiddie Kar, and His Sister, Marie, With Her Tricycle, Make Two Young Cycling Enthusiasts. 6. Officials at Beck's Track, Salt Lake City; left to right—Louis Mebauge, Iver Lawson, Former Racing Man, C. L. Berry, N. C. A. Representative, and Albert "Musty" Crebs, the Track Manager. 7. B. Batson, a Speedy Houston, Tex., Cyclist. 8. Frank Kallen ("Yellow"), a Former Amateur of Newark, Who Is Now in the Navy, and His Brother, at the Newark Velodrome. 9. Start of a Three-Cornered Match Race at Beck's Track, Salt Lake City. 10. Ray Walker, a Salt Lake City Star.

DIAGNOSING KRAMER AND SPENCER

Bert Dodge, Sporting Editor of Star-Eagle in Newark, Dopes Out the Chances of New and Old Title Holders

THERE was more than the usual interest displayed in the one-mile French style match race between Frank Kramer, the old champion, and Arthur Spencer, the present incumbent of the titular chair, which was staged at the Newark Velodrome, Sunday, Sept. 2, and was won by Spencer. Bert Dodge, an old-time cyclist himself, and a close observer of the sport, sporting editor of the Newark *Star-Eagle,* has the following to say:

Boosters Have Arguments

"Supporters of Frank Kramer and Arthur Spencer are having a little argument on the side over the question of whether it was the ex-champion or the present title-holder who 'saved the game' at the Velodrome. It goes without saying that bike racing, early in the season, when the management considered seriously closing the gates for the year, appeared to be all but down and out.

"Spencer's friends claim that it was because a youngster came along and finally accomplished that oft-attempted feat of dethroning Kramer that bicycle racing has regained all its popularity. Kramer's admirers say that it is because the veteran has accomplished one of the most remarkable 'come back' stunts in the history of athletics that the bicycle fans clamor for admission to the Velodrome.

"It is true that the doings of Arthur Spencer have had much to do with the revival of cycling, but it would seem that his numerous exhibitions of inability to make a fair showing in fast company have had much to do with the public's display of interest in the youngster.

"When Kramer lost in the championship series many said, 'There goes the old bike game; they've been coming here for years to see 'em try to beat Kramer. Now Spencer has done it, and most of the real bike bugs will think it's time to quit.' It was a little hard to figure just how Spencer was going to be furnished with real competition. Goullet was displaying his usual ability in hard races, but when it came to a sprint it looked as if Spencer, on his riding in the championship series, would be able to make a show of the Australian. Then Kramer 'came back.' He had been slow in developing and he found that riding a higher gear made a great difference in his sprinting.

"Then, too, the champion dethroned was a rider relieved of a great load. Frank didn't need to worry about his title any more; he merely went out there and rode a bicycle and took his chances with the rest of the field. A little later Kramer began to think that twenty years of devotion to bicycle racing, with everything else excluded, was sufficient for any man. He deemed that he had earned a vacation and he looked around for some way to enjoy himself.

"Inclined to sport of the athletic sort, Kramer was induced to try golf. Soon he became an enthusiast and forgot all about bicycle racing when he was on the links. The mental relief proved to be just what the ex-champion needed and the public knows just what the result has been. Kramer has 'come back' and done greater things than ever. The bike fans have enthused and gone to the races by the thousands.

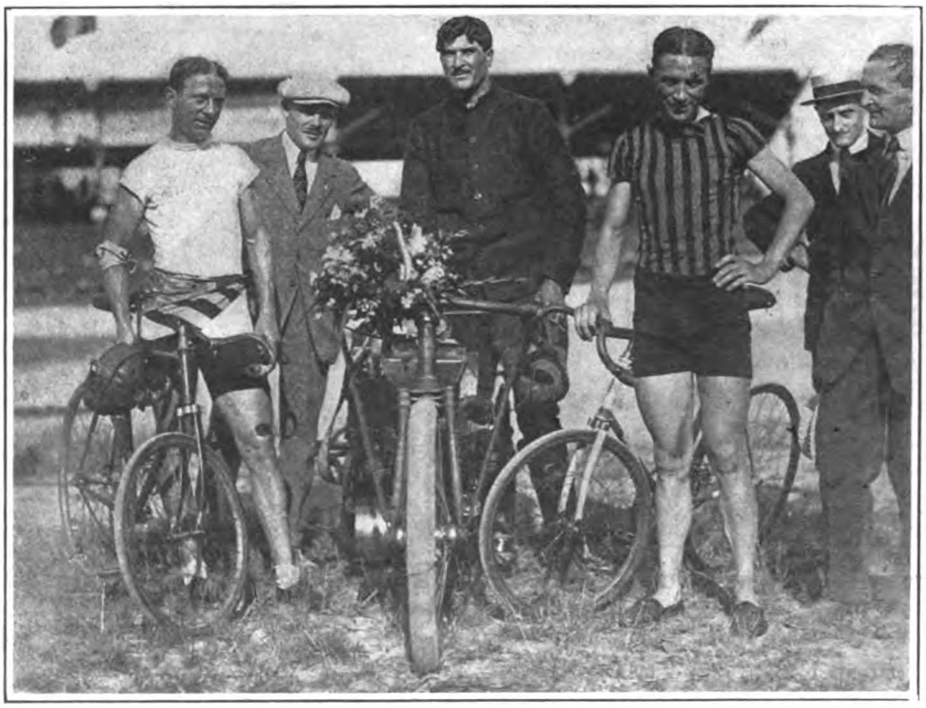
"After the veteran had proved to himself that his 'come back' was more than a temporary improvement he announced that he proposed to show the bike fans that he could beat Spencer, not only in open competition, but also at match racing, the style at which the championship was decided this season.

"Kramer has become a distance champion by winning a great twenty-five-mile race. He, with Goullet, proved themselves the class in a week-long grind, and by taking the Grand Prize of Newark, the Criterion and the World's Cycling Derby, he has proved himself to be the greatest of all in important competition. In the meantime Spencer has done but little. His match riding superiority now is in doubt. Kramer has challenged it and will try to show that Spencer's victory in the championship series was all a mistake.

"Plainly Kramer has done more to revive the bike game than Spencer has. Arthur may regain his popularity, but just at present the fans pay little attention to his doings, except in the way of booing, treatment, by the way, which seems to be utterly unfair and unsportsmanlike.

"It's not easy for the fans to forecast the outcome of the Kramer-Spencer match. Kramer failed not long ago to beat the youngster, after taking the first heat in a series of three. Spencer probably will be a less worried lad when he tackles Kramer alone. Against Goullet and Kramer he was ill at ease and tried to be clever. Against Kramer it is more than likely that the champion will forget all about tactics. If he is confident in his sprinting ability he will not care whether he is in front or behind at the start of the final dash. He'll believe that he can win either way."

WITH BOBBY WALTHOUR, YANKEE CYCLIST, IN EUROPE



Above Photograph Shows Walthour at the Milan Track in Italy. Walthour Is at the Extreme Left; in the Center Is a Pacemaker, and Oscar Egg, the Swiss, Is Next

LLOYD THOMAS INJURED

Californian Breaks Collarbone While Training at Revere Beach Track

REVERE, Mass., Sept. 3. — Lloyd Thomas, the San Francisco sprinter, fell and broke his collarbone while training on the Revere Beach track last Tuesday. Thomas will be out of the game for at least three weeks. The Californian had finished training and in swinging up the track to dismount struck his pedal and went down.

Previous to the Thomas accident, William Eager, Newark; Tim Sullivan, New Haven, and Fred McKenzie, the localite, went down in a spill. Eager and Sullivan were bruised about the legs and body.

RAIN SPOILS RACE MEET

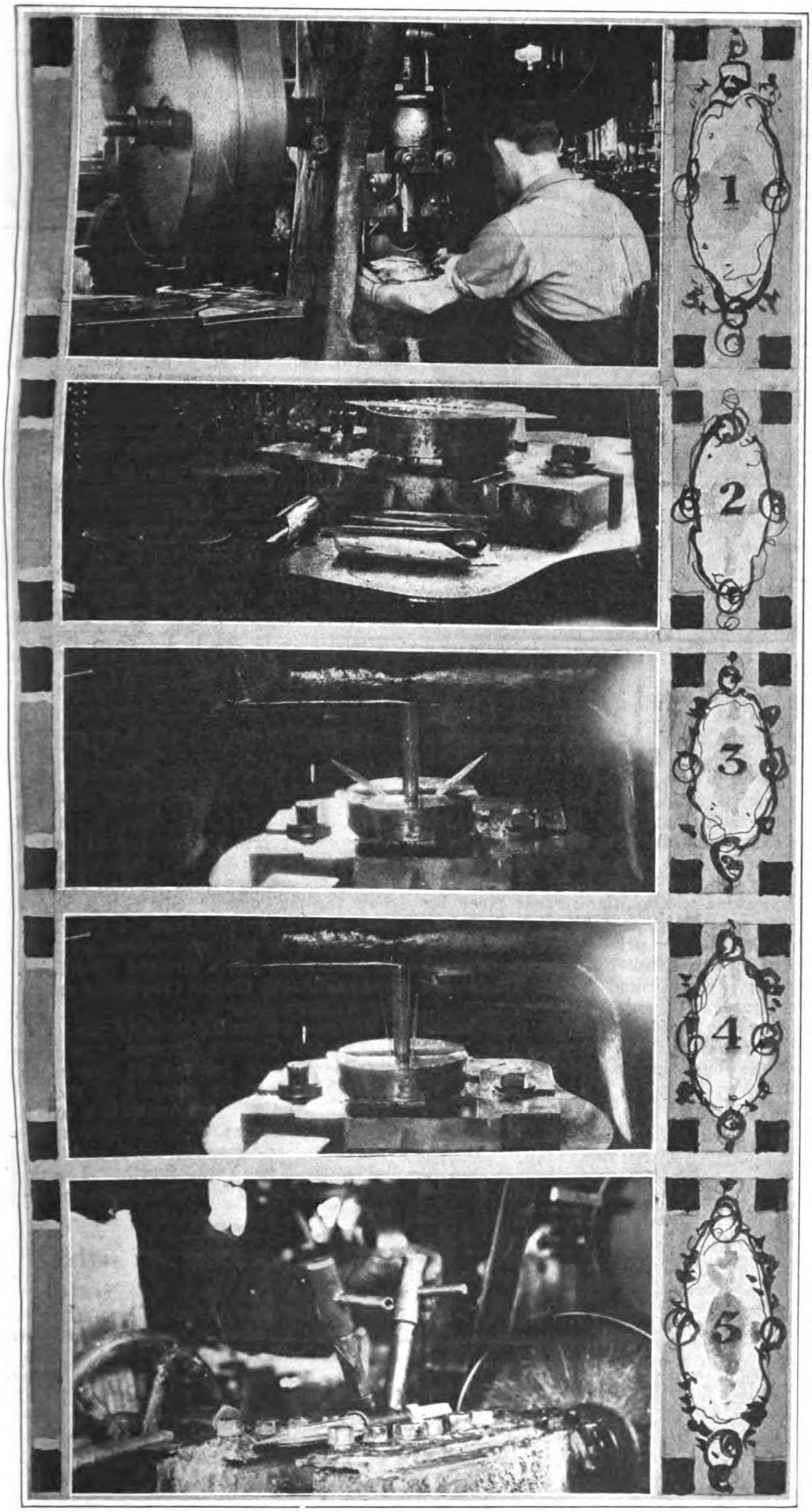
REVERE, Mass., Sept. 2.—Rain caused a postponement of the regular Saturday race meet last night at the Revere Beach track. One of the features of the meet was a one-mile French style match race between Arthur Spencer and Frank Kramer, the new and the old sprint champions.

NEW CLUB IN BROOKLYN

BROOKLYN, N. Y., Sept. 3.—A new cycling organization has entered the local field. The new club is to be known as the Washington Bicycle Club. The headquarters are located at Ventrice Bros. cycle store, 469 Myrtle avenue. Club runs and other social events are being planned.

MAKING A COLUMBIA BICYCLE FRAMEHEAD

How Modern Machinery Makes Possible the Complicated and at the Same Time Remarkably Swift Process of Transforming Quality Steel Into a Most Important Part of the Cycle



THOSE who are not familiar with manufacturing processes will be interested in knowing how the framehead for a Columbia bicycle is made. The process is a complicated one, but with modern machinery it is a rapid one, and it seems incredible that in the short space of time required, a flat piece of steel, shaped somewhat like a double spearhead, should be transformed into one of the most important parts of a bicycle and one that will take the greatest strain of service.

The prepared steel is placed in a hydraulic press where it is drawn to the shape of a small piece of tubing, slit at the sides and rounded at one end. This is known as the frame branch. This and its thimble is pierced with a slot large enough to accommodate a nickel. Two of the branches are placed in thimbles, their slots are drawn in line and the head of the thimbles are forced into the head tube.

Absolute Accuracy Guaranteed

Then comes the spinning machine. The head tube and its branches are clamped into place—the machine takes care that absolute accuracy is given—and a pointed instrument is sent whirling through the slots of the thimbles and branches. When this operation is completed, the head is hot and smoking and is ready for its bath of "soda water." But a change has taken place; the metal of the inserted parts has been spun into the walls of the head tube and the only way to separate the two would be to tear them apart, thus ruining the entire structure.

This practically completes the construction of the framehead. To make it ready for the rider, all that remains is for the finishing collar to be inserted into the head, to take the bearings, and for the main frame tubes to be placed over the brazing surfaces of the branches and brought flush against the edges of the thimbles. The whole is dip-brazed—this means dipped into molten metal which merges with the steel and joins each part as though they all had been spun from a single piece.

CROSBY ENTERS BICYCLE FIELD

AURORA, Ill.—A. B. Crosby has added a bicycle department to his store at 15 Fox street. He is handling the Indian and Racycle lines.

WHAT THE FACTORY FILM SHOWS

1. The Powerful Hydraulic Press Which Draws the Steel.
2. The Spear-Shaped Steel Before It Goes Into the Press.
3. The Press Is Starting Work; Notice How the Steel Is Being Drawn In.
4. The Operation Is Nearly Completed and the Flat Steel Is Almost a Tube.
5. The Spinning Machine Is Making the Framehead Ready for Its Soda Water Bath.

PRESS BOY WINS LONG BEACH ROAD RACE

Glenn Duffy Captures Thirteen-Mile Road Event from Field of 30; Ralph Kingsley Annexed the Time Honors

Glenn Duffy, the Dayton Rider, Who Won the Thirteen-Mile Handicap Road Race at Long Beach, Cal., Lining Up for the Start

LONG BEACH, Cal., Sept. 1.—Glenn Duffy, a press boy on a local daily newspaper, won the 13-mile amateur handicap bicycle road race here Aug. 25 from a field of 30 riders, among them the pick of Southern California. This was the first big road race ever run in this city or nearer than Los Angeles and the local riders were backward in getting into the game. The next race is expected to bring out a big number of riders as the ice has been broken. This is the largest beach resort on the Pacific Coast and one of the best bicycle towns to be found anywhere. A regular bicycle day celebration will be held in connection with the next race, some time this winter.

The time winners were in their order of finish: Ralph Kingsley, Los Angeles (Pierce); Rose Nelson, Riverside (Iver-Johnson); R. S. Gerwing, Santa Ana (Reading); George Mulder, Los Angeles (Orient); Dan Mulder, Los Angeles (Pierce). Kingsley, who is now the track champion, won from Nelson, who won the title of road champion in the hard 15-mile battle at Los Angeles, Aug. 4. Bob Gerwing, Jr., of Santa Ana, broke his chain just as he was starting the sprint and coasted to the finish, but got third time at that. His brother, George, who made sixth best time, got a puncture at Seal Beach and rode the last three miles on a soft tire.

There were special prizes for local riders and a gold watch for the Long Beach rider making the best time. This went to Duffey, who won first place by outriding all the other local contestants. First prize was a Miami racer given by the Appeal Mfg. & Jobbing Co. of Los Angeles. Other prizes were donated by local dealers and by Eastern makers through the United Cycle Trade Directorate.

The first 20 riders to finish, their handicaps, times and the bicycles they rode will be found in the table below:

Pos. Name.	City.	Hdcp.	Bicycle.	Time.
1—Glenn Duffy	Long Beach	6:00	Dayton	33:12
2—John Allen	Long Beach	6:00	Pierce	33:15
3—Everett Best	Santa Ana	5:00	Reading	32:16
4—Henry Lowery	Long Beach	6:00	Dayton	33:22
5—Claude Allen	Long Beach	7:00	Pierce	34:29
6—L. McDermott	Long Beach	8:00	Overland	35:42
7—Gordon Stone	Riverside	5:00	Rami	33:14
8—Elliot Best	Santa Ana	5:00	Iver-Johnson	33:20
9—Glenn Cosgrove	Long Beach	6:00	Pierce	34:22
10—A. Kilpatrick	Long Beach	7:00	Harley-Davidson	35:33
11—J. Kinzley	Long Beach	8:00	Reading	36:02
12—Oscar Vogel	Los Angeles	4:00	Pierce	33:13
13—Earl Pine	Long Beach	8:00	Reading	37:27
14—Ralph Kingsley	Los Angeles	Scr.	Pierce	30:15
15—A. Ziegler	Los Angeles	3:00	Pierce	*33:16
16—Rose Nelson	Riverside	Scr.	Iver-Johnson	30:17
17—R. S. Gerwing	Santa Ana	Scr.	Reading	30:18
18—George Gerwing	Santa Ana	2:00	Reading	32:19
19—Carl Douglas	Riverside	4:00	Indian	34:40
20—Dan Mulder	Los Angeles	Scr.	Orient	31:07

* Disqualified for accepting auto pace.

TIME WINNERS

1—Ralph S. Kingsley, Los Angeles	30:15	3—Robert S. Gerwing	30:18
2—Rose Nelson, Riverside	30:17	4—George Mulder, Los Angeles	31:07
5—Dan Mulder, Los Angeles	32:06		

WILEY NEVER HEADED

Paced Champion Wins Brassard Race from Linart and Madonna

REVERE, Mass., Sept. 4.—George Wiley, the American paced champion, won the one-hour motor-paced Brassard race at the Revere Beach track last night. Wiley jumped Victor Linart, the Belgian, at the start and was never headed, although Linart and Vincent Madonna, the Providence Italian, the third contestant, made many attempts. Only a few feet separated Linart and Wiley at the finish.

Pat Logan, the great father of South Boston, furnished his friends with plenty of enjoyment when he won the half-mile handicap for the pros. Ned Chandler, the Negro, finished second. Chandler also annexed the five-mile open with Logan in second place.

John Fardig lapped the field in the three-mile open for the amateurs, and William Cupit, the Roxbury simon pure, won the amateur handicap at a half-mile. Summaries:

Half-mile handicap, amateur—Won by William Cupit, Roxbury, 65 yards; second, Frank Keenan, Revere, 90 yards; third, Elmer Duncan, Everett, 55 yards; fourth, Michael Barber, Brighton, 110 yards. Time, 58⅘ seconds.

Three-mile open, amateur—Won by John Fardig, Orient Heights; second, William Eager, Newark; third, Marcel Berger, San Francisco; fourth, Fred Hansen, Revere. Time, 6:32⅘.

Half-mile handicap, professional—Won by Pat Logan, South Boston, 85 yards; second, Ned Chandler, Boston, 70 yards; third, Frank Jeehan, New Haven, 115 yards; fourth, Tom Connolly, Everett, 75 yards. Time, 55 1/5 seconds.

Five-mile open, professional—Won by Ned Chandler, Boston; second, Pat Logan, South Boston; third, Tommy Grimm, Newark; fourth, George Bowker, Inwood, L. I. Time, 11:27⅘.

One-hour motor-paced Brassard race, professional—Won by George Wiley, Syracuse; second, Victor Linart, Belgium; third, Vincent Madonna, Providence. Distance, 42⅝ miles.

CORRY WINS FEATURE

Australian Takes Point Breeze Paced Race Which Was Marred by Mishaps

PHILADELPHIA, Pa., Sept. 1.—The 50-mile cup race was not run at the Point Breeze track on Thursday night on account of two pacemakers from Boston failing to show for the contest. Six riders were to start, but Vincent Madonna, of Providence, was unable to start on account of having no pacemaker, and a straight 50-mile race was substituted, the cup race being reserved for a future date.

The race was spoiled by accidents. Elmer Collins and Clarence Carman, two former champions, were put out of the running through mishaps on account of the poor track. Frank Corry, the Australian, won the race with Clarence Carman second and Percy Lawrence, San Francisco, third, and George Cameron, New York, fourth. The time of the race was 1 hour 3 minutes and 19⅗ seconds.

BAXTER JOINS THE ARMY

RIVERSIDE, Cal., Sept. 4.—Glenn Baxter has left for San Antonio, Tex., where he will join the ordnance reserve of the army. Glenn is well known in the cycling world, having won first place in many recent bicycle races. A few nights before he left he was tendered a swimming party by the Wheeler McCune Cyclery of Riverside, and the guests included many of his friends who have been associated with him in his racing.

SPENCER AGAIN BEATS KRAMER IN MATCH

Champion Makes Good Boast Following Derby Final in Which He Claimed He Was Defeated by Teamwork.

NEWARK, N. J., Sept. 3.—Following Frank Kramer's victory in the World's Cycling Derby, Sunday, Aug. 26, Arthur Spencer, the American sprint champian, protested that Kramer and Alfred Goullet, who with Spencer made up the trio of finalists in the big race, had teamed against the champion. The referee was obdurate and refused to take any action.

Spencer declared that if Kramer and Goullet had not teamed against him that he would have been the winner of the Derby and not Kramer, and the champion also declared that he could beat Kramer single handed. The chance to make good his boast came yesterday at the Velodrome and Spencer made good, but not until four heats had been run, one of which was a dead heat.

Spencer Jumps at Two to Go

In the first heat Spencer jumped to the front at almost two laps to go. Kramer passed him just as the bell was tinkling for the last lap, and with the aid of a little "hipping" in the last turn he won eased up. The second was a battle worth going miles to see. Spencer was in front at the bell and looked all over a winner. Kramer, however, came strong at the finish and made it so close than the judges called it a tie. Supporters of both men declared that their respective favorite won, but the decision of the judges was the last word.

In the third heat Spencer won handily by going to the front, and although Kramer, who was tiring as the races went along, made a good bid, he could only chase Spencer across the tape. Spencer rode Kramer into the track, as the saying goes, in the fourth and deciding heat. The champion demonstrated that he is in a class by himself in two-man match races. Kramer had the lead at the bell and was in the very best position. Spencer came at Kramer as the bell's tinkling was dying away and slowly but surely he rode around the former champion and at the finish was two or more lengths to the good.

In order to make it a Roman holiday for the Spencer family, Willie, the "champ's" brother, won the ten-mile invitation for the professionals from ten other picked battlers. Alfred Goullet finished second and Bob Spears, the tall sprinter from the land of the kangaroos, came from last position in the last lap and finished in a rush down the stretch into third place. Jake Magin finished fourth and Alfred Grenda fifth.

Farmer Grenda a Winner

Alfred Grenda, who is a tiller of the soil and pig raiser up Verona way, put up a race in the two-mile handicap that reminded one of old times. Grenda led for over a lap at the finish and the others had to content themselves with seeing "Slats" carry away some more bacon to go with his collection of 200 or more porkers. Ray Eaton won the half-mile handicap, his usual Sunday stunt, thanks to the kindness of the handicapper.

Earl Thompson, the Los Angeles member of the California Thompson family, won the two-third-mile handicap for the amateurs. A bad spill spoiled the last heat of the amateur miss-and-out in which Fred Taylor, the ultimate winner, and others went down. No one was seriously injured, however. Summaries:

Two-third-mile handicap, amateur—Won by Earl Thompson, Los Angeles, 80 yards; second, Anthony Young, Newark, 90 yards; third, George Chapman, Newark, 60 yards; fourth, Jerry Nunziata, New York, 60 yards. Time, 1:15⅕.

Miss-and-out, amateur—Won by Fred Taylor, Newark; second, William Beck, Newark; third, Ed Byron, Australia; fourth, Gus Lang, Newark. Time, 5:21⅕. Distance, 2⅔ miles.

Half-mile handicap, professional—Won by Ray Eaton, Newark, 40 yards; second, Frank Corry, Australia, 40 yards; third, Alfred Goullet, Newark, scratch; fourth, Willie Hanley, San Francisco, 25 yards. Time, 53⅕ seconds.

Two-mile handicap, professional—Won by Alfred Grenda, Australia, 20 yards; second, Willie Hanley, San Francisco, 50 yards; third, Reggie McNamara, Australia, scratch; fourth, Alfred Goullet, Newark, scratch. Time, 3:59⅗.

One-mile match race, professional—Arthur Spencer, Toronto, vs. Frank Kramer, East Orange. Kramer won first heat, second heat was a tie and Spencer won third and fourth.

Ten-mile invitation, professional—Won by Willie Spencer, Toronto; second, Alfred Goullet, Newark; third, Bob Spears, Australia; fourth, Jake Magin, Newark; fifth, Alfred Grenda, Australia. Time, 20:49⅕.

STILL WINNING RACES

Andre Perchicot, a Star French Sprinter, Who Is Still Winning Races

HUNTER PACES WINNER

Jimmy Guides Menus Bedell to a Win in Point Breeze Paced Race

PHILADELPHIA, Pa., Sept. 2.—Menus Bedell, paced by Jimmy Hunter, won the 50-mile motor-paced race at the Point Breeze track last night. George Cameron, the New Yorker, who was back of Norman Anderson, finished second, and William Vandeberry paced Percy Lawrence into third place. Clarence Carman, guided by Julian Provost, ran fourth. The leaders at each five miles and the times follow:

Miles.		Miles.	
5-Lawrence	7:03⅕	30-Lawrence	41:53
10-Lawrence	13:52⅘	35-Bedell	49:21⅕
15-Lawrence	20:34⅘	40-Bedell	56:15⅘
20-Bedell	27:26⅘	45-Bedell	1:03:37
25-Lawrence	35:03⅘	50-Bedell	1:10:14⅘

BOWMAN SEEKS CHANGE OF NAME

SACRAMENTO, Cal., Sept. 4.—The Putzman-Bowman Company, local wholesale and retail bicycle dealers, have made application to change the name of the firm to the Bowman Auto Supply Company.

BOB SPEARS IN FORM

Australian's Great Riding Brings Him to Fourth Place in All-Around Race

NEWARK, N. J., Sept. 4.—One of the big features in the racing at the Newark Velodrome during the past week has been the remarkable riding of Bob Spears, the tall Australian. Spears has jumped into fourth place, only six points back of Frank Kramer, the former title holder, in the all-around struggle. No other great change has been made in the professional division.

Fred Taylor has gained in the amateur end of the all-around racing. Taylor now has 74 points to 80 for Amateur Champion John L. Staehle, who is leading. Gus Lang is third in the table, and Charles Osterritter fourth.

The standing of each division is given in the tables below:

PROFESSIONAL.

	1st	2d	[illegible]	4th	Pts.
Goullet	15	7	6	4	112
McNamara	6	9	6	7	76
Kramer	5	4	5	0	46
Spears	4	4	3	1	39
A. Spencer	5	1	2	2	34
Magin	3	3	2	5	34
Grenda	2	3	5	3	32
Hanley	2	3	4	5	32
Eaton	4	1	0	0	23
M. Bedell	1	3	3	1	21
W. Spencer	1	3	2	3	21
Bello	3	1	1	0	20
Madden	1	3	2	2	20
Hill	1	2	1	2	15
Piercey	1	1	0	3	11
Smith	0	1	3	1	10

AMATEURS.

Staehle	13	2	4	1	80
*Hoffman	11	4	3	6	79
Taylor	4	12	5	8	74
Lang	4	6	8	7	61
Osterritter	6	1	8	1	50
Dotterweich	1	6	4	5	36
Byron	2	5	3	4	35
Chapman	1	2	3	3	15
Ciaciuch	1	2	1	0	13
Wm. Thompson	2	0	0	0	10

Points: First, 5; second, 3; third, 2; fourth, 1; in open and handicap races only.

*Now racing in the professional ranks.

FOREIGN RACING

Thorwald Ellegard, the Dane, won a three-cornered match at St. Chamond, France, Aug. 13, defeating Grange and Cordonier in straight heats. With Cordero as a mate, Ellegaard also won a one-hour team race run along American lines.

At Toulon, France, Sunday, Aug. 12, Andre Perchicot, the French sprinter, beat his countryman, Marcel Dupuy, in straight heats of a match. In a 25-kilometer (15.5 miles) team race Dupuy and Desplantez won with Perchicot and Bournac second.

Henry Pelissier, the French road king, won the Trouville to Paris road race, Wednesday, Aug. 15. The distance was 200 kilometers (124.2 miles) and the winner covered the course in 6 hours 23 minutes and 29 4/5 seconds. Marcel Godivier and Charles Deruyter finished second and third, respectively in a blanket finish.

Francois Lafourcade, the French cyclist, was killed in the services of his country in August. Lafourcade was a strong road rider, and at one time started in the Madison Square Garden six-day race. The dead cyclist-soldier was in the French aviation corps, and was killed in battle.

BOB SPEARS BACK IN GOOD FORM

Tall Australian Puts Up One of His Finishes and Takes Invitation at Newark; Stars Qualify for Derby Revenge

NEWARK, N. J., Sept. 4.—Bob Spears, the fleet Australian, put up one of his remarkable finishes in the five-mile invitation for Class A riders at the Velodrome yesterday afternoon. Eddie Madden, the Newarker, set sail for home at almost three laps to go towing Reggie McNamara, the "Iron Man," but Spears, riding high on the bank, just managed to beat "Mac" over the tape. Alfred Grenda finished third, and John Bedell fourth.

Twelve of the best riders at the track started in the above race, which was paced by four riders on singles. As the field approached the finish Alfred Goullet went to the front and dropped back and tried to take the position back of Verri from Champion Arthur Spencer. According to the rules Goullet was entitled to the wheel, but his foolish efforts to battle with Spencer put each of them out of the running, both being nowhere at the finish.

Spencer Is Fined $10

After the race Spencer was fined $10 for not giving Goullet the position, and Alfred Grenda was "nicked" a like amount for not following the pace-makers. The referee also put a $15 fine onto Gordon Walker, $10 of which was for not setting pace in another race, and the other five iron men was for "looking around." Frank Corry was also tagged for five beans for taking a peak.

The re-running of the World's Championship Cycling Derby heats and repechages was also down on the card, and the stars came through in their respective heat, with the exception of Champion Spencer. Arthur, however, won his repechage heat, and will be in the semi-finals on Wednesday night, weather permitting. Francesco Verri, the Italian; Willie Hanley, the San Francisco rider, who beat Champion Spencer in his heat; Frank Kramer, the former champion; Bob Spears and Reggie McNamara, the Australians, and Alfred Goullet, the localite, won their respective heats.

Champion Spencer, Charles Piercey, the Australian, and Jake Magin, the three-a-day winner, won the repechage heats. The purse in the "Revenge" race will be $1,000, the same as in the original Derby race, which was won by Frank Kramer. The purse will be divided $400, $250 and $125 for first, second and third men. The balance of the purse, $275, will be put up in a consolation race for the non-qualifants in the three semi-finals.

A half-mile handicap for the professionals resulted in a win for Willie Hanley, the Californian. Hanley came strong in the last lap, and just managed to beat Eddie Madden, the localite, in the stretch. Reggie McNamara finished third, and Alfred Goullet fourth. Big Alfred Grenda, the granger from Verona, won the two-mile event for the invited riders. Charley Piercey, Willie Hanley and Jake Magin finished as named back of Grenda.

George Chapman, a member of the Bay View Wheelmen, showed that he is a pursuit rider of class. Chapman, along with five others, qualified for the final, and Chapman tagged Gus Lang, the last man in the running against him at 4⅙ miles. Charles Osterritter finished third, and Fred Taylor fourth. Jerry Nunziata, the Brooklyn Italian, won the third-mile handicap for the amateurs, and the quarter-mile novice went to Max Halpern, the secretary of the Century Road Club Association of New York. Summaries:

Quarter-mile novice—Won by Max Halpern, New York City; second, John Fargo, Jersey City. Time, 32⅘ seconds.

Third-mile handicap, amateur—Won by Jerry Nunziata, Brooklyn, 30 yards; second, Joseph Palmier, New York City, 30 yards; third, William Weimer, Newark, 45 yards; fourth, Fred Taylor, Newark, scratch. Time, 38 seconds.

Australian pursuit race, amateur—Won by George Chapman, Newark; second, Gus Lang, Newark; third Charles Osterritter, Newark; fourth, Fred Taylor, Newark. Time, 9:38⅗. Distance, 4⅙ miles.

World's Cycling Derby "Revenge" half-mile heats—First heat won by Francesco Verri, Italy. Time, 1:12⅗. Second heat won by Willie Hanley, San Francisco. Time, 1:09⅗. Third heat won by Frank Kramer, East Orange. Time, 1:00⅘. Fourth heat won by Bob Spears, Australia. Time, 58⅕ seconds. Fifth heat won by Reggie McNamara, Australia. Time, 1:10⅘. Sixth heat won by Alfred Goullet, Newark. Time, 1:13. First repechage heat won by Arthur Spencer, Toronto. Time, 56⅗ seconds. Second repechage heat won by Charles Piercey, Australia. Time, 1:04⅕. Third repechage heat won by Jake Magin, Newark. Time, 1:08⅕.

Half-mile handicap, professional—Won by Willie Hanley, San Franciso, 25 yards; second, Eddie Madden, Newark, 30 yards; third, Reggie McNamara, Australia, 5 yards; fourth, Alfred Goullet, scratch. Time, 52 seconds.

Two-mile invitation, professional—Won by Alfred Grenda, Australia; second, Charles Piercey, Australia; third, Willie Hanley, San Francisco; four, Jake Magin, Newark. Time, 3:52⅕.

Five-mile Class A. invitation, professional—Won by Bob Spears, Australia; second, Reggie McNamara, Australia; third, Alfred Grenda, Australia; fourth, John Bedell, Newark. Time, 10:32⅘.

SAVAGE IS A PHOENIX

GARY, Ind.—Undismayed by the fire which burned out his store at 614 Broadway, E. P. Savage has opened temporary headquarters at 519 Broadway. He sells Great Western bicycles.

A Summer Idyl—"The Time, the Place and the Girl"—and the Columbias

On the Bell Lap

BY THE VET

There was sure some racing throughout the country on Labor Day.

Champion Arthur Spencer seems to have Frank Kramer's number in match races.

Of all sad words of tongue and pen the saddest (to a bicycle racer) are these: It rained again.

Better save up the dough and buy another Liberty Bond. The issue will be ready to be subscribed for about October 1.

We would have saved ourselves the trouble of writing heads for the Point Breeze track, Philadelphia, had we had a rubber stamp with "Hunter Paces Winner." Jimmy is heads above everyone in pacing winners at that track.

Size made no difference to little Benny Clark when it comes to making the world safe for democracy. Benny, who is just about knee high to a grasshopper, enlisted in the First Field Artillery of New Jersey, and he is at the present time "somewhere in Jersey."

Frank Kramer, the old sprint champion, has taken up the ancient and honorable game of golf. While teeing at the nineteenth hole the other day Kramer decided that he was going to be just as good a golfer as he has proven to be a cyclist. Oh! you nineteenth hole!

The finish of the Trouville-Paris road race was staged at the Parc des Princes track, located on the outskirts of Paris, and a race meet was held in connection with the finish. The sprint feature at the track was the Grand Prize of the Assumption. Thorwald Ellegaard, the Dane, won, with Julian Pouchols and Marcel Dupuy, Frenchmen, running second and third, respectively.

Races named after cyclists that have given up their lives for their country were held at Bourg, France, Sunday, Aug. 12. Depauw, the Belgian, won the Prix Emil Friol, a race named after the French sprinter, who was killed while acting as a motorcycle courier near the front. The Prix Hourlier-Comes, a team race named after two victims of an army aeroplane accident, was won by the Lemay and Menager pair.

Dick Hoover, a devout bicycle fan up Buffalo way, measured the course over which Allie Krushel made his great 25-mile ride on July 4. The claim for a record was thrown out on account of the race being run over a short course. Frank Denny, the N. C. A. representative, claimed the course measured 23.7 miles, but Hoover states that it was the full 25 miles. A surveyor would surely be able to decide the argument.

FIFTY-FIFTY SPLIT PROVES TO BE GREAT

Professional Riders at Newark Velodrome Now Satisfied with Even Split That They Once Turned Down; Promoters Satisfied

NEWARK, N. J., Sept. 4.—Last spring when Manager Chapman, of the Velodrome, put up his famous 50-50 proposition split of the receipts of the track to the professional bicycle riders, there was a roar went up that resembled the cry of a pro. bicycle rider when he doesn't get paid. The project was rejected by the cyclists, the latter trying to oust Chapman from his seat among the mighty. Chapman stood pat and with the backing of the owners of the track—Frank Mihlon and Inglis M. Uppercu—he won out.

Start Season in Gloom

The season started out on the even split proposition with much misgivings on the part of the cyclists. The pedal-pushing pirates had no contracts (Frank Kramer was then in the final year of his three-year contract), the war clouds were hovering over the country and from the lay of the land it looked anything but bright. When the gates were thrown open on the first day the riders not only received every cent that was put up in the races, but in addition there was a surplus of something like $1,000 for the reserve fund.

The pre-season dope was all wrong. The year has proven to be a very profitable one for the cyclists and the managers themselves, as this is the first year in many that the promoters have had such a fat sum on the good side of the ledger. The reserve fund of the cyclists has gone up and down, according to the weather and the crowds, until now, or just before the limited-hour six-day race it registered over $3,000. The six-day race cut into the fund, but the enormous crowd that turned out for the Derby just about balanced matters again.

In past seasons most of the riders received bonus money or guarantees, but, outside of Kramer, none of the cyclists drew down any easy money and not half trying to ride at that. Some are dissatisfied, but the second-string boys are pleased. It is the second-string riders that have profited most by the percentage plan. They have made more money this year than in the past. Big purses have been put up and when they do win they are assured of decent remuneration. Two races that carried purses of $1,000 each have been run this year, while another one is being run this week.

Messrs. Mihlon and Uppercu decided long ago that they had struck a bottomless pit and last year Mihlon was in a great haste to sell out, but he could not get a buyer. This year when war was threatened both Mihlon and Uppercu were not overly anxious to open, but Manager Chapman finally gained their consent to the running the track in spite of the war. For the first time since the opening of the track the promoters will not have to dig down into their pockets to pay fat bonuses. Instead of digging they will receive dividends.

There has been excellent racing at the local track this season and the fans have supported the track in a grand manner. Big purses always brings out good competition, and instead of having a lean year the majority of the professionals now quartered at the track have substantial bank accounts to their credit.

Dealers' Profits Are in Selling; Repairing Should Be Sideline

CLEAN, well-kept, well-lighted shops with the stock arrayed in a pleasing manner will do much to increase the interest of the buying public in the bicycle and motorcycle industry. Every dealer should be a salesman, not merely a repair man, selling the goods themselves as a sort of side line. His profits will come from sales, not from the making of repairs. To increase his profits he should see that everything about his place is right up to the minute.

If he handles bicycles, they should be arrayed in orderly rows along the wall, each wheel standing so it will offer a striking contrast with its fellow. It is poor policy to put two black enameled frames together, when it is possible to insert between them a maroon or a blue or a gray frame. No two machines should have the same kind of handle bars, the same kind of saddles or the same kind of rims or tires. This variety will please the prospective customer; it will make him want to buy.

If on the contrary, the stock is covered with dust and the salesman is dressed in the greasy overalls of the repair shop, the chance of making a sale are greatly lessened. No one wants to buy anything that even has the appearance of being second hand. Neither does he want to deal with a dirty salesman who treats him as though he were conferring a favor. Make the prospect feel that he is going to benefit by his purchase. Then show him your line of accessories. These should be in attractive cases, and if they are displayed properly, the customer will feel they are necessities. The result will be that you will make the first sale of the bicycle and its accessories and, more important still, you will make a friend who will look to you for his future needs.

There is a big market for the bicycle and the motorcycle, the public is ready and willing to buy, but it wants to carry on its trading with comfort to itself. If the dealer wants business, all he has to do is to go after it and the first step in this direction is to apply the same principles of salesmanship which the large retail stores of the world have found so profitable.

ALDERSON OPENS REPAIR SHOP

SOUTH BEND, Ind.—J. L. Alderson has opened a bicycle repair shop at 407 West South street. He also intends to sell bicycles.

WINS WITH ONE LEG

W. C. Martin, of St. Louis, Puts Up Stellar Exhibition in Road Race

ST. LOUIS, Mo., Sept. 1.—W. C. Martin, a former Olympic cyclist and a member of the St. Louis Cycling Club, won the 21-mile handicap road race at Forest Park, Saturday, August 25. This is certainly worthy of note, but some of the conditions of his race are such as to make the accomplishment really remarkable.

In the first place, since an injury received several years ago, Martin rides with but one leg, using a Columbia bicycle with a single movable crank, and the other crank fixed in position to hold his injured leg. Then, the single crank Columbia bicycle, with which he won the race, is a racing model which has stood the grilling test of the road since 1912. It should be remembered that the race was not over a smooth course, but was over some very rough roads with many hills and bad spots. This Columbia bicycle, with its hanger pushed from one side only is in as good condition as it was five years ago.

Martin was allowed a 12-minute handicap over the scratch man. H. De Vries, also a member of the St. Louis Cycling Club, started from scratch and crossed the line second for first time prize. J. B. Freeman, scratch man, finished third for place and seocnd for time. A. R. Cochran, another rider to start from the back mark and a member of the St. Louis Cycling Club, was fourth for place and third for time. Lou Watkins, the fourth scratch man, owing to tire puncture, was unable to finish in the van.

AICHELIN IN FORM

New England Wheelmen's Star Cleans Up in All Three Titular Races

NEW YORK, N. Y., Sept. 3.—The first of a series of races to decide who will be the representative of the New England Wheelmen in the Inter-Club championships next month was held yesterday. Eugene Aichelin, who only recently returned to the club, cleaned up in all three races. Summaries:

Half-mile—Won by Eugene Aichelin; second, W. Sluyter; third, T. Urbach; fourth, G. Polacsy; fifth, E. Schindler.

One-mile—Won by Eugene Aichelin; second, G. Polacsy; third, W. Sluyter; fourth, T. Urbach; fifth, H. Oliver.

Three-mile—Won by Eugene Aichelin; second, G. Polacsy; third, T. Urbach; fourth, W. Sluyter; fifth, E. Schindler.

NEW PHILADELPHIA CLUB

PHILADELPHIA, Pa., Sept. 3.—A new bicycle club has been formed here among Scandinavians. The club will ke known as the Scandinavian-American Bicycle Club, and Thorwald Jepson, a fast amateur from Denmark, has been chosen as the secretary. Six fast members are planning to take up racing, the six include Jepson, Anderson, Systrom, Beckman, Hansen and Sovring.

SONNEBORN SELLS 125 CROWNS

LA PORTE, Ind.—Sonneborn Sons, exclusive agents here for Crown bicycles, have delivered more than 125 of them this season. They say the demand for second-hand bicycles far exceeds the supply. They maintain a service station for the Goodyear Blue Streak tires.

I am the School Girl—

"VACATION is over—but the one big fun that does not stop with the holidays is *my bicycle.*

"This summer I took my bicycle to the seashore where all of the girls rode most of the time.

"Now I will use it more than ever going back and forth to school.

"I'm glad I have a New Departure coaster brake—it not only makes riding a lot more fun, but it is the thing which convinces my mother that bicycling is safe."

When you sell one bicycle to a girl you open up a market at once for all the girls in her neighborhood. Therefore, every sale is worth working for.

The only objection parents ever have to bicycles is immediately put aside when you advertise and talk the New Departure coaster brake.

Perhaps our "Girl Folders" will bring these points to the parents quicker than in any other way. Shall we send you some specially imprinted with your business card?

THE NEW DEPARTURE MFG. CO.
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NEW DEPARTURE
COASTER
BRAKE

The Brake that Brought the Bike Back.

Contributor to the
1,000,000
[illegible] Bicycles Campaign

Mention Motorcycle and Bicycle Illustrated. It helps you, the advertiser and us.

Let the Rider Dictate Your Stock

Notice the rider who comes in to ask about the Columbia.

He has absolute faith in the Columbia name —he knows it stands for high quality, scientific design and skilled workmanship.

He enters your store half sold on the Columbia bicycle.

It's easy to complete the sale with a Columbia.

But it's hard work to sell him a wheel he doesn't know about.

A stock of Columbia bicycles means a quicksale and a satisfied customer.

Let the man who pays his money over the counter dictate the line you carry—he is boss after all—of both the dealer and manufacturer.

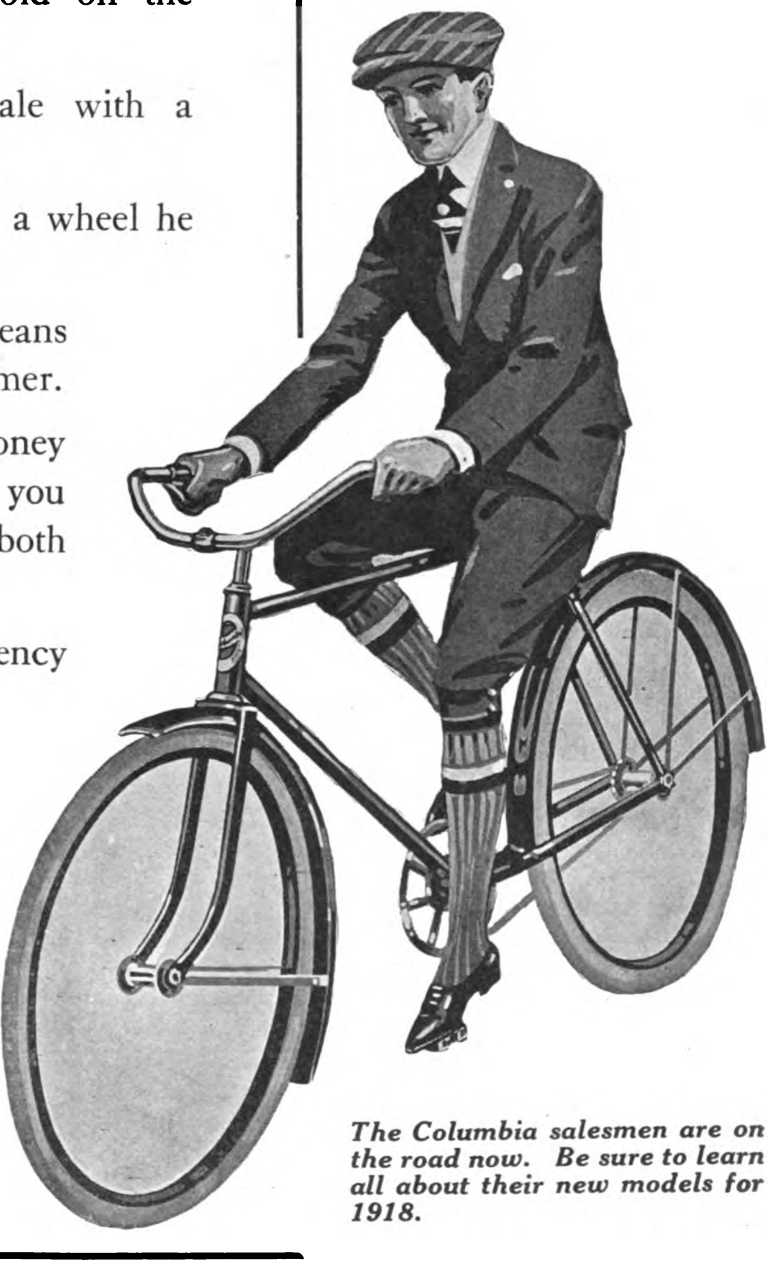
Why not get the Columbia agency now.

Westfield Manufacturing Company

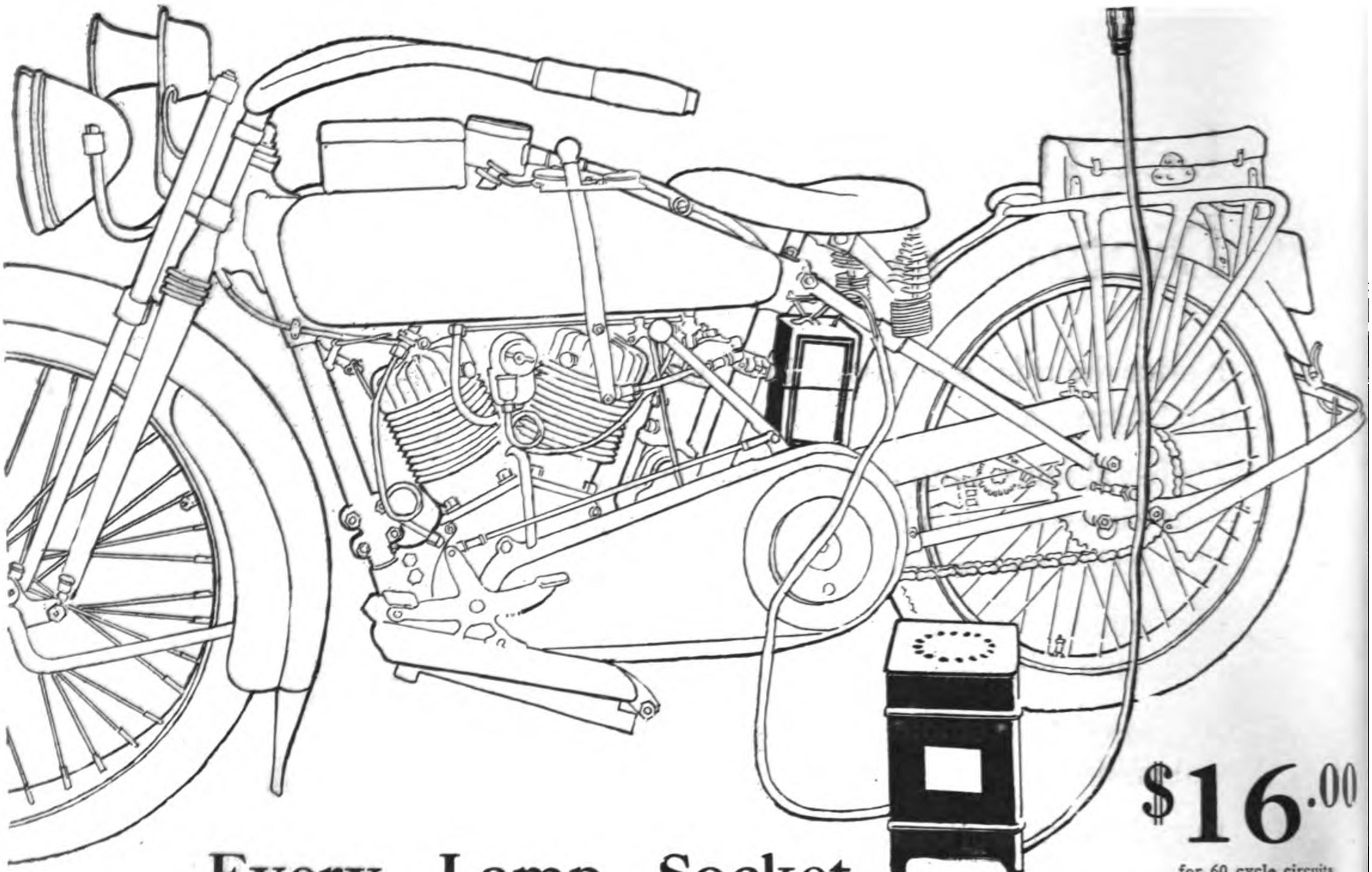
DEPARTMENT 11

Westfield, Massachusetts

Makers of the Pope Motorcycle.



The Columbia salesmen are on the road now. Be sure to learn all about their new models for 1918.



$16.00
for 60 cycle circuits

Tungar
RECTIFIER

Every Lamp Socket a Charging Station for Motorcycle Batteries

Any garage or motorcycle repair shop can equip itself at small cost for the profitable business of charging motorcycle storage batteries from alternating current.

The Tungar Rectifier will charge three cells at 2 amperes, six cells at about one ampere and eight cells at about 0.75 ampere; intermediate numbers of cells in proportion. The cost of operation is about one cent per hour at a ten-cent rate for current.

Connects to any alternating current lamp socket.
Operates on 105-120 volts A. C.
Self starting.
Requires no attendant.
Small size.
Light weight.
No moving parts.

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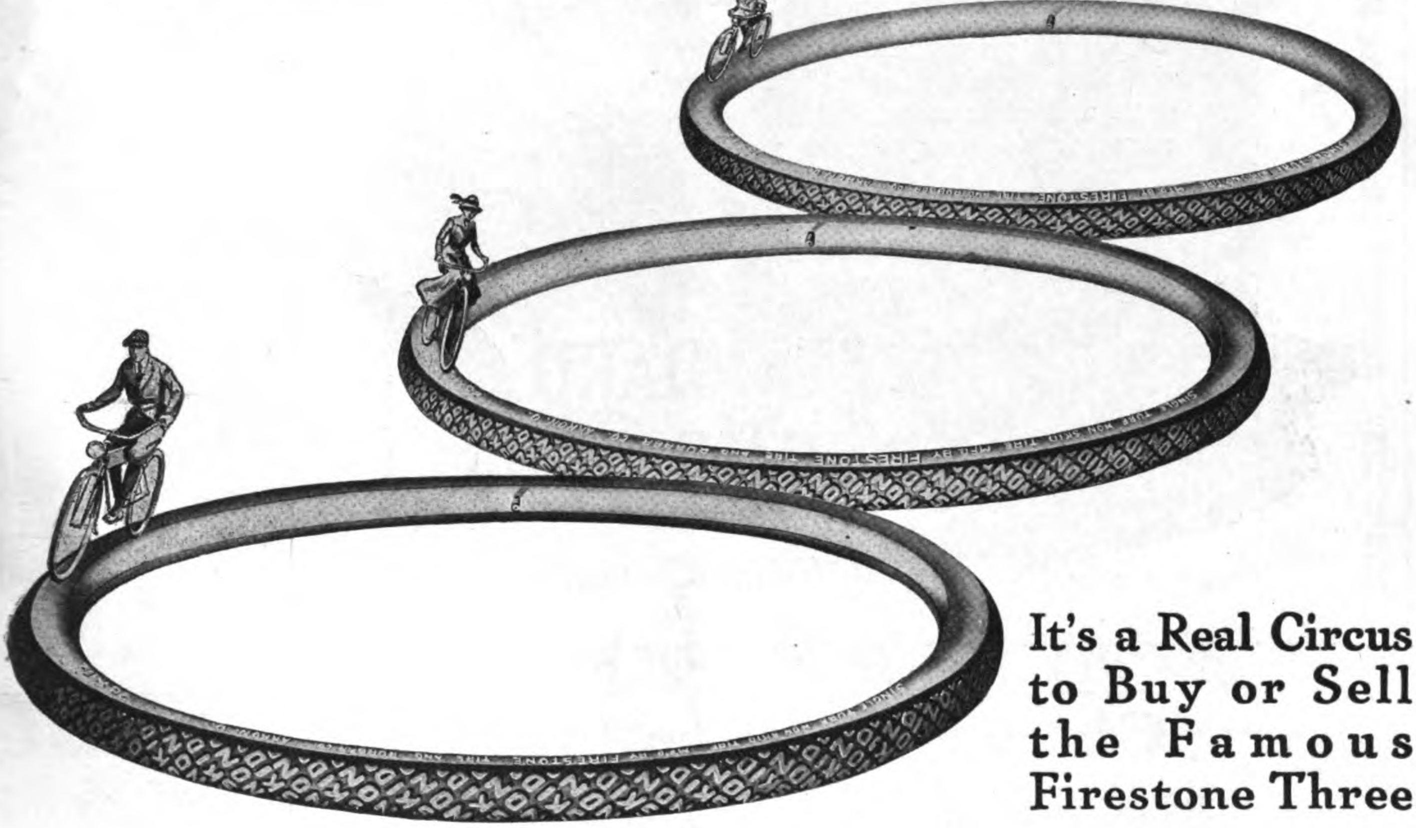
The Three Rings


SINGLE TUBE NON SKID TIRE MADE BY FIRESTONE TIRE AND RUBBER CO. AKRON O.
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It's a Real Circus to Buy or Sell the Famous Firestone Three

Black Tread, Red Side Wall
A handsome, strongly built tire for heavy service. Two plies of Motorcycle fabric, impregnated with rubber and with generous skim-coat of pure gum to act as cushion between plies and to bind them together. Thick rubber tube and tough Non-Skid tread and heavy flannel rimstrip.

Blue Tread, White Side Wall
Two plies of fabric with two extra plies inserted under the tread. Non-Skid tread, flannel rim strip tough tube and fine appearance,

Red Tread, White Side Wall
By far the finest looking, easiest riding and most durable popular-price tire made. Two plies of fabric with one extra ply under Non-Skid tread.

THERE are just three tires in the Firestone Bicycle Line; just three. More than three is certain to include unpopular models and means some idle investment. More than three confuses the buyer and makes selection a long, haggling process.

It's easy to sell from the Firestone line because in the three types can be found the tire for grilling service, the tire for every-day average use and the tire at a popular price. All demands come under one of the three heads.

It's natural to buy a Firestone tire because Firestone design, building and rubber insure a safe hold, good road-grip and traction with easy riding.

No matter which of the three is purchased there is sure to be the economy of Most Miles per Dollar.

Get in touch with your jobber or our nearest Branch today.

FIRESTONE TIRE AND RUBBER COMPANY
AKRON, OHIO BRANCHES AND DEALERS EVERYWHERE

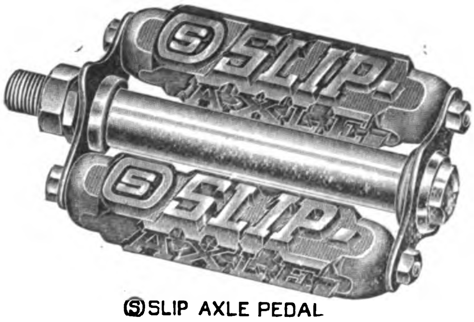
Firestone BICYCLE TIRES

STANDARD PEDALS
AND
DIAMOND E SPOKES AND NIPPLES

render wonderful service to both the dealer and the rider.

Cycles fitted with them look better, sell faster and are more serviceable than those without. Therefore, they help the dealer get prospects and close sales. Their long wearing qualities give the rider more for his money than any other like articles on the market.

Dealers, write for our interesting proposition.



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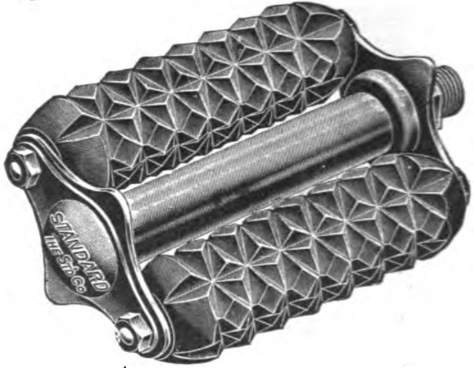

STANDARD No. 3 MOTOR CYCLE PEDAL

The confidence of Henderson riders comes of having seen four-cylinder power "make good" year after year in practical service.

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The

CORBIN-BROWN SPEEDOMETER

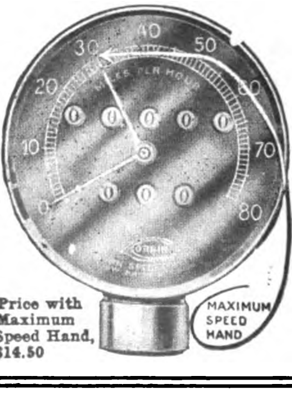
Facts and Figures

The Corbin-Brown gives you the facts and its steady hand points to the clear, easily read figures.

The Corbin-Brown is a comfortable speedometer to have because at all times you can rely upon the accuracy of its record.

Comfortable, too, because of its maximum speed hand attachment. This device, exclusive to the Corbin-Brown, consists of an extra hand which registers the highest speed attained and remains at that point until reset at zero. Thus is the driver enabled to keep his eyes on the road without being forced constantly to refer to the speedometer.

Investigate the Corbin-Brown carefully. If you do so you will find every reason in the world for equipping it.



Price with
Maximum
Speed Hand,
$14.50

Write for catalog.

**THE CORBIN
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The American Hardware
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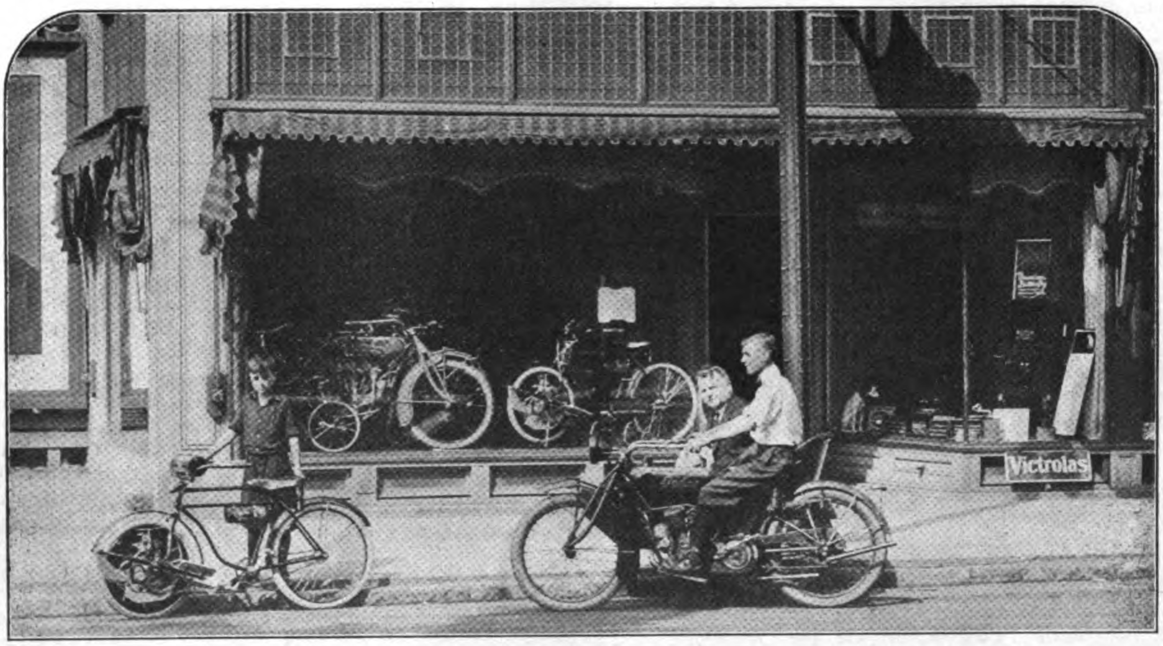


THE WM. E. METZGER CO., MICHIGAN'S LEADING CYCLISTS' STORE

Has Faith in the Dayton Motor Bicycle

"They give very little trouble and a high percentage of satisfaction. We personally have the greatest faith in them and the Daytons we have sold so far are giving a good account of themselves."

This is the verdict rendered in favor of the Dayton Motor Bicycle by Mr. H. D. Purinten, manager of the Wm. E. Metzger Company, Detroit.

"We can plainly see where thousands of people should be using such a vehicle especially for going to and from work. As one of our Dayton owners remarked the other day, 'The other fellow has more machinery and lots of speed but I am dead sure of getting to business on time.'"

The Wm. E. Metzger Company is the exclusive dealer for the Dayton Motor Bicycle in the Michigan metropolis. Every time they sell a machine they not only make the profit on that one sale, but create a demand for more machines, for the Motor Bicycle is one of the greatest little self-advertisers in the world.

Some dealer will create the demand for them in your town—a few riders who are "dead sure of getting there" will do it. Then the Dayton dealer will reap the benefits of handling a popular, light machine which sells at a price that makes sales easy, which does not cost him a lot afterwards for free service, and which gives his customers perfect satisfaction.

Our special proposition to dealers will interest you. Write for it today.

THE DAVIS SEWING MACHINE COMPANY

Cycle Department

536-546 Linden Ave. **Dayton, Ohio**

AFRICANS BUY MOTORCYCLE

United States Supplying Natives of the Transvaal with Transportation

JOHANNESBURG, South Africa.—United States Consul John P. Bray, in a report to the Department of State in Washington, says there is a strong demand among the natives and laboring classes of the Transvaal for automobiles and motorcycles. He says the better grade of goods is bought by Europeans, who seek commercial vehicles. He writes:

"Imports of motor cars into the Union of South Africa show how extensively American cars are being used. The aggregate value of imports of vehicles, tires and fuel was $5,642,240 in 1915, and $8,594,200 in 1916, an increase of 52 per cent. Of the 1916 total the United States supplied 55 per cent., $4,697,871, and the United Kingdom 24 per cent., $2,085,325. The remaining 21 per cent. came mostly from France and Italy. Imports from the United States gained 15 per cent. over 1915.

"There were material advances in the values of tires, motorcycles and fuel brought in, but the most marked increase occurred in imports of motor cars, which rose from $2,255,268 in 1915, to $3,744,961 in 1916, those from the United States representing 72 per cent. The motorcycle trade also expanded, with imports of $543,257 in 1915, and $791,497 in 1916, when 66 per cent. came from the United Kingdom and American sales were 50 per cent. above those of any preceding year. The larger sales of American tires are shown by the value of imports from the United States—19½ per cent. of the total in 1915, and 32 per cent. in 1916. A new entrant last year was Japan, which furnished $2,696 worth of accessories. The total value of imports of motor fuel amounted to $1,760,412, of which the United States and the Dutch East Indies supplied $902,040 and $852,080, respectively."

EDDIE SWENSON INJURED

PROVIDENCE, R. I., Sept. 1.—While Eddie A. Swenson, son of B. A. Swenson, the Indian agent here, was doing his last errand in preparation to going on a trip with his father and mother this week, an automobile ran into his machine, carrying it several feet with Eddie caught in the frame-work. He was injured, but not seriously.

SMITH POPULAR IN TEXAS

PLAINVIEW, Texas, Aug. 20.—The Dye Drug Company, of this city, believe in doing business right. As a starter, they gave Guy G. Eidman, the Smith Texas representative, an order for four Flyers complete by express, two more by freight, and in addition four Smith Motor Wheels by freight. Some great fireworks will be pulled off when they start action.

FOR BOTH TRADE AND RIDER

The Editor:—I think your journal is fine; it is strictly the "dope" for both trade and rider.

SOLON P. HAUN.

Mohawk, Pa.

EDITOR O.K.'S THE FLYER

Magazine Man Tries Out Smith Four-Wheeler and Enjoys It

NEW YORK—The May issue of Outing contains a clever little story about a Smith Flyer which has been nicknamed the "Wisconsin Baby" by the traffic officers in New York City. One cop describes it as follows:

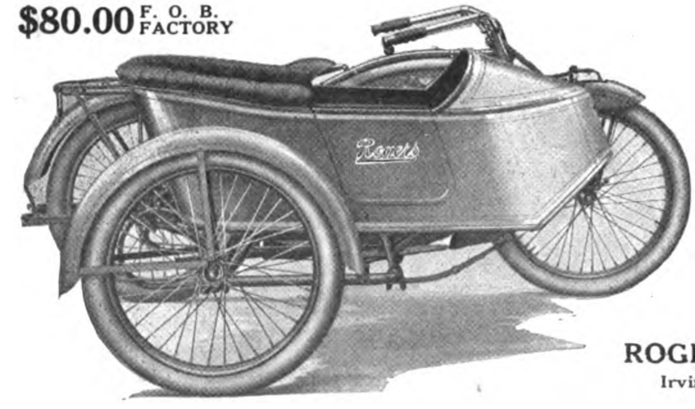
"If you see a small object approaching with the seat on a level with the running-board of a towering limousine, note the color. If red, with the general appearance of an angry red cockroach trying to avoid being crushed in the traffic, enter it in your mental memorandum as the 'Wisconsin Baby.'"

The Associate Editor of Outing, who wrote the story, gave the Flyer a thorough tryout so that he could conscientiously recommend it to readers of Outing. He found that he could get down to his office, twelve miles from home, in less time than in the subway, and at the same time enjoy the fresh air.

He says, "It is at least as rapid as the best means of travel along the island, as cheap, more fun by a bagful, and incomparably more healthful. For boys old enough to be really trusted, it would furnish a summer present of maximum enjoyment and health, not forgetting technical and mechanical information."

PEOPLES WILL SELL TIRES

ELKHART, Ind.—C. M. Peoples & Co. have taken the local agency for the Chicyco and Hearsey lines of bicycle tires.



Model M
$80.00 F. O. B. FACTORY

YOUR CUE

The excessive heat of summer is past and autumn, with such ideal touring weather as only autumn can furnish, is with us again.

This is your cue to have "her" jump into your ROGERS Sidecar and get out into the country for a leisurely, joyful drive thru woods and between broad, yellow farmlands, sweeping away to the horizon.

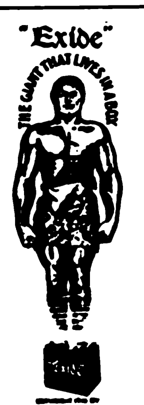
Get out into the open and enjoy every minute of this glorious touring weather, not too hot and not too cold, but—just right.

If you haven't got a ROGERS Sidecar, get one NOW—TO-DAY.

See a dealer or write us

ROGERS MANUFACTURING CO. 337 West Madison St. CHICAGO

Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.



"Exide"

To be assured of dependable lighting and ignition for your motorcycle—equip it with an "Exide" battery.

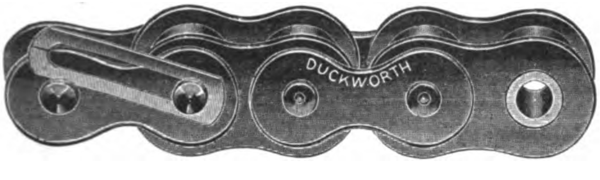
The Harley-Davidson, Henderson and Reading Standard companies use "Exide" batteries on their 1917 electrically equipped models.

THE ELECTRIC STORAGE BATTERY CO.

1888—PHILADELPHIA, PA.—1917

Boston Atlanta Rochester Cleveland Detroit Chicago Denver St. Louis
New York Washington Pittsburgh Minneapolis Kansas City San Francisco Toronto

DUCKWORTH
HEAVY SPECIAL
MOTORCYCLE CHAIN

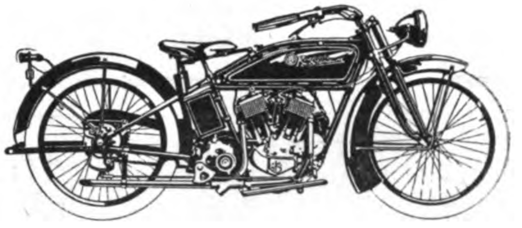


It is especially recommended for HEAVY COMMERCIAL WORK, FOR SIDECAR TOURING and for RACING.

No. 75—¼" wide, ⅝" pitch
No. 175—⅜" wide, ⅝" pitch

Its breaking strain is OVER 6,000 pounds. Learn more about this chain from your dealer and try one at your EARLIEST opportunity.

Duckworth Chain & Mfg. Co.
SPRINGFIELD, MASS.



The Reading Standard Motorcycle

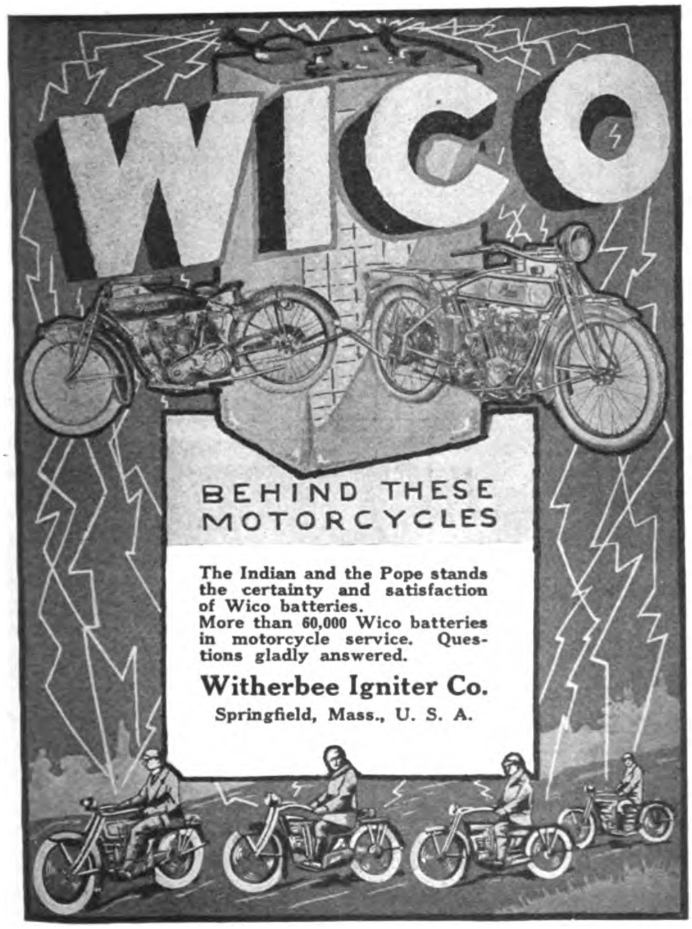
Speed — Power — Consistency — Economy—Neatness of Design—Easy of Operation—Sturdy—Reliable.

"Built and Tested in the Mountains"

Greater motorcycle value for the price than any other machine made.

Write for catalog

Reading Standard Company
501 WATER ST. READING, PA.



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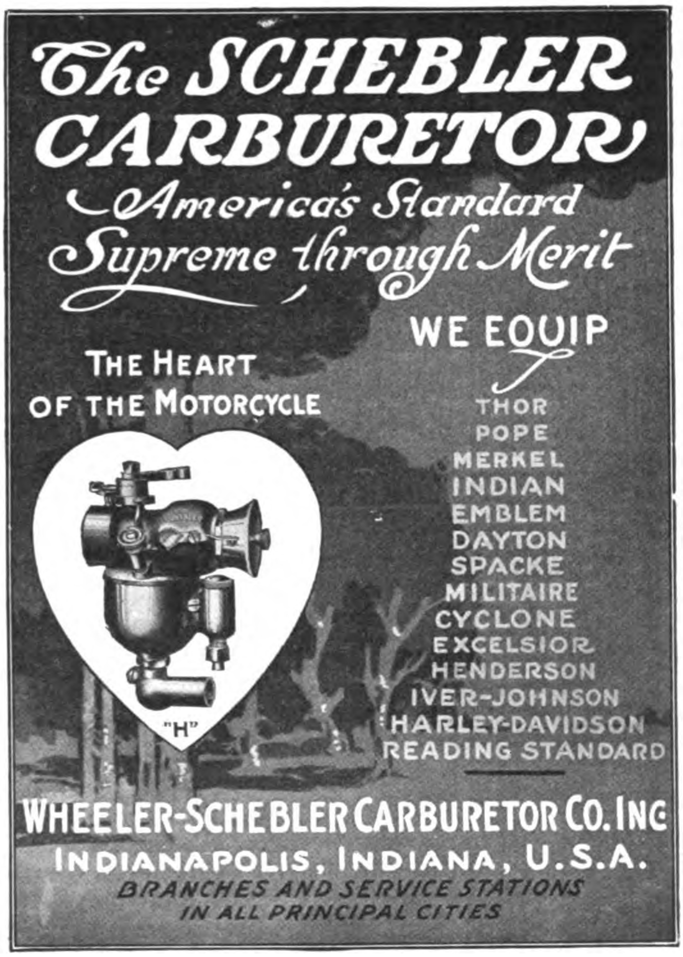
BEHIND THESE MOTORCYCLES

The Indian and the Pope stands the certainty and satisfaction of Wico batteries.
More than 60,000 Wico batteries in motorcycle service. Questions gladly answered.

Witherbee Igniter Co.
Springfield, Mass., U. S. A.



The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit

THE HEART OF THE MOTORCYCLE

"H"

WE EQUIP
THOR
POPE
MERKEL
INDIAN
EMBLEM
DAYTON
SPACKE
MILITAIRE
CYCLONE
EXCELSIOR
HENDERSON
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD

WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

For assurance of prompt attention to your wants mention MOTORCYCLE AND BICYCLE ILLUSTRATED.

Special Service Department

EXCELSIOR - SERVICE

Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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Bridgeport Conn.

Rogers SIDECARS

NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

IRVING BECK
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Motorcycle Tires

Parts and Supplies

Also

BICYCLES and SUPPLIES

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CITY SUPPLY CO.
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HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experience.

HARLEY-DAVIDSON SALES CO.
533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway,
Jersey City, N. J. .
NOTE: Only 20 minutes from Broadway, N. Y.

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PARTS, REPAIRS AND SUPPLIES
DRISCOLL & JEANROY
209 West 126th Street, New York
Phone 3352 Morningside

HARLEY - DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
302 West 13th St. Phone 3986 Chelsea

HARLEY-DAVIDSON SALES CO.
Distributor
Harley Davidson Motorcycles and Bicycles
New York 533 West 110th St.
Bronx Branch Webster Ave. at 165th St.

INDIAN
HARLEM DISTRIBUTER
Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
1601 PARK AVE. Tel. Harlem 2337

The Summit Cycle & Auto Supply Co.
2984 Boulevard, Cor. Newark Ave.
Bicycles, motorcycles, automobiles, supplies for everything on wheels, repairing, storing.
Jersey City, New Jersey Phone Conn.
Note: Only 20 minutes from Broadway, New York

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN and EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

STERN BROS. *INDIAN*
Storing, Repairing and Supplies
79th St. and Second Ave. Tel. 1938 Lenox.
Garage, 449 East 83d St.
Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

BROOKLYN

"BOB" BRAZENOR
Brooklyn Distributor
HARLEY-DAVIDSON MOTORCYCLES
1157 Bedford Ave. Tel. Decatur 1764
594 Jamaica Ave. Tel. Cypress 4740
Brooklyn, N. Y.

FRANK P. BAKER
BROOKLYN DISTRIBUTOR
Indian Motocycles
1080-1082 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

BEN RUDERMAN
Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan
1031 Bedford Ave., Brooklyn

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

LONG ISLAND

INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 496J Flush.

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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
SERVICE STATION: 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE—Brand new Single Bar Cyclemotor, never used, $45.00. Callwell's Motorcycle Agency, 68 Broadway, Newburgh, N. Y.

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—Closing out stock. Corbin-Brown speedometers, rear drive for Indian and Excelsior, $7.50. Stewart rear drive for Harley-Davidson, $7.00. Combination tank and headlight bracket for Excelsior, regular $2.50, $1.10. 28 x 2½ United States studded first quality, $5.25. Satisfaction guaranteed or money refunded. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—1914 twin single speed Excelsior, $75.00. Particulars on request. Ralph Bonney, Bradley, New York.

FOR SALE—Dayton motor bicycle; almost new; 1917 clutch model; $45.00 f. o. b. Anaconda, Mont.

FOR SALE—One 1913 Indian engine complete with magneto and carbureter, $30. 1 frame, $5 1 rear wheel with coaster brake, $5. Gasoline tank, $3. Handle bars with controls, $4. Clutch complete, $7. A large assortment of parts at house cleaning prices. Pratt's Motorcycle Shop, Brownsville, Pa.

FOR SALE—Steel portable garage, built especially for motorcycle with sidecar, good as new. Price $25.00. F. O. B. Cars. Photo sent. Harry Bradley, 2310 Sewell Street, Lincoln, Nebr.

sior with lights $65. 1914 Excelsior, short-coupled, $60. 1915 single speed electric equipped Excelsior $125. 1915 electric equipped Excelsior with sidecar, overhauled and enameled, $180. 1916 Excelsior with lights and sidecar $215. 1916 Big valve Excelsior, re-enameled, looks like new, equipped, $150. 1917 Henderson and sidecar, gas equipped, $285. 1914 Flanders, just overhauled, $45. 1913 Dayton, just overhauled, $65. 1914 Thor, overhauled and enameled, everything new, cost over $75 to put in shape, yours with equipment $85. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—A few specially built 1916 three-speed Reading Standards, surplus on army order, machines not run over 25 to 50 miles, in perfect condition, fully equipped, guaranteed bargain. Time payments arranged. Nickerson & Schroeder, Inc., 1078 Bedford Ave., Brooklyn, N. Y.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

USED EXCELSIOR PARTS—We are wrecking a number of Excelsior motorcycles and will have all parts up to the 1915 model for sale at 50% from present list prices, and will have parts for 1915 and later at 40% from list. All parts O. K. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—1916 Smith Motor Wheel (will be shipped from factory, now being overhauled), $35. One nearly new, latest 1917 Smith Motor Wheel, $45. Will exchange these into a latest 1917 model Indian NEW motorcycle, one that has never been used. Will pay difference in cash. Dealers write me. W. D. Hurst, Smith Motor Wheel Agent, Middleboro, Kentucky.

FOR SALE—Motorcycle and Bicycle business, 10 years established, within 50 miles of Boston. Harley-Davidson and Cleveland agency. 100 motorcycles and 85 bicycles. Best equipped repair shop in New England. Good paying business. Good reason for selling. Will sell part on time. S. H., care of Motor Cycle Illustrated.

MISCELLANEOUS

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota.

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

HELP WANTED

WANTED—One first class motorcycle mechanic on Indian motorcycles and one salesman. We want first class men only. Sykes Motor Co., 37 E. Long St., Columbus, Ohio.

WANTED—First class bicycle repairman, one that can wait on front as well as shop work. Married man preferred. Must be honest and reliable. Good salary and steady work. Address "Business," care Motor Cycle and Bicycle Illustrated.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.

BENTON
CASE HARDENED SPARK PLUGS

are practically indestructible. They insure the user against ignition troubles and never fail to give the utmost satisfaction wherever such service can reasonably be expected. Try them and be convinced. At all progressive dealers.

L. F. BENTON COMPANY
Vergennes, Vt.

Thousands of Prospects

Are reached each week through the classified columns of Motorcycle and Bicycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

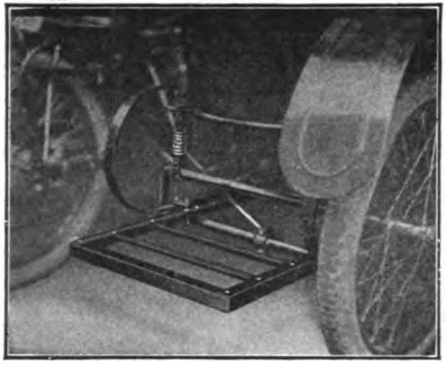
Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

"NORMA"
BEARINGS
(Patented)

Can you afford to risk the trouble, the danger, the possible disaster, which will follow the failure of a bearing in your magneto? Be sure—see that your magnetos are "NORMA" equipped.

THE NORMA COMPANY OF AMERICA
1790 BROADWAY NEW YORK
BALL, ROLLER, THRUST, COMBINATION BEARINGS

Side Car Equipment



is not complete without

SAFETY SHOCK ABSORBERS
Per Pair $1.00

B.R.T. LUGGAGE CARRIER
Price $2.75

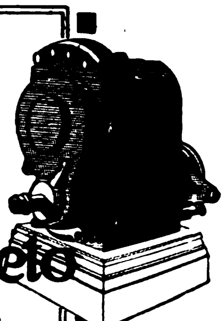
At Your Dealers.

STEVENS
375 B'dway, N. Y.

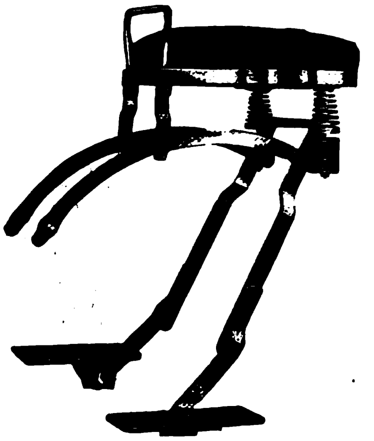
Worth More

Does More

The
Berling Magneto



Just ask for it on your next motor
Ericsson Manufacturing Co.
1116 Military Road Buffalo, N. Y.



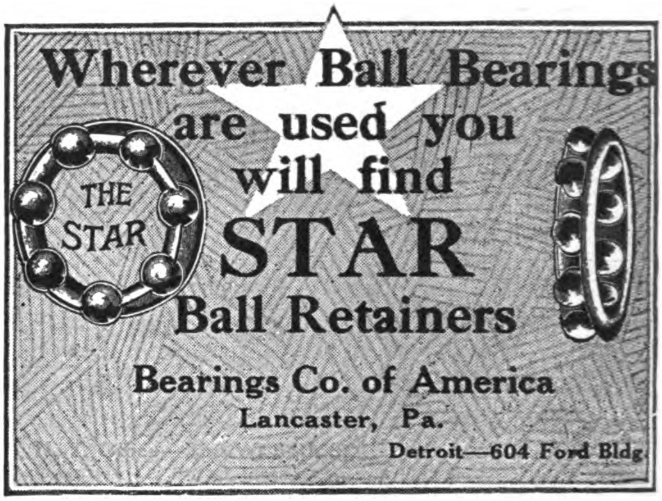
Take Her Along

You'll both get lots of fun out of the trip. She's sure to like the

F-N TANDEM

Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT MICH.



Wherever Ball Bearings are used you will find
STAR Ball Retainers

Bearings Co. of America
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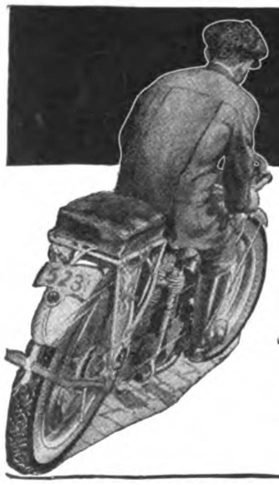


30 Per Cent More Protection Against Skid

More rubber, broader, thicker, tougher tread. More angles, better road grip. Your dealer can supply you.

FIRESTONE TIRE & RUBBER COMPANY
Akron, O. Branches and Dealers Everywhere

Firestone
Motorcycle Tires

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

RENOLD
MOTORCYCLE CHAINS

7100 ¾" Pitch 5/16" Wide
7143 ⅝" Pitch ¼" Wide
7144 ⅝" Pitch ⅜" Wide

For over a quarter of a century the makers of Renold Chains have been putting 100 per cent. material, labor and brains into their product and for the same length of time the users have been getting 100 per cent. satisfaction.

RENOLD
RENOLD

Peter A. Frasse & Co., Inc., 419 Canal St., N. Y.

Some Day—

after you've tried the other makes, when you've gone thru the whole line-up of motorcycles, you are going to buy an EXCELSIOR.

And when you do, you're going to see the difference and then you'll know why fellows who have ridden the **"Good Old X"** are never satisfied with any other machine.

You can save a lot of costly experimenting by eliminating the others and getting your EXCELSIOR now.

Excelsior Motor Mfg. & Supply Company
3701 Cortland Street **Chicago, Ill.**

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.

GOODYEAR

AKRON

Changing Methods of Retailing Demand These Tires

The steadily increasing sales of Blue Streak Tires do not indicate at all that the methods of retailing bicycle tires have been entirely revolutionized.

They do indicate that retailing is rapidly changing.

Matters are going as they have already gone with every other considerable class of retailers.

The "exclusively" sold lines decrease in importance and every dealer relies largely on one or two *universally* sold tires, such as the well-advertised Blue Streak.

During the next few months this will be the case to an even greater extent than it is now.

Fluctuating manufacturing costs for "exclusive" lines will hasten it for the dealer.

Public knowledge gained from advertising will hasten it with the consumer.

There may always be room for a few "exclusively" sold and expensive tires.

But the place for Blue Streaks will grow more and more important.

They satisfy the great mass of worth while customers with their price and worth.

Their manufacturing cost is made staple by our one-tire policy which enables us to standardize manufacturing costs.

The same policy enables you to diminish unwieldy and profit-eating tire stocks.

The consistent advertising hastens turnovers.

No other generally sold line offers you these advantages in equal measure.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

Here's What the Harley-D to Make 1918 the Bigg

THIS year you think nothing of paying 15 cents for things you bought a year ago for 10 cents, or of paying $6.00 or $7.00 for what formerly cost $5.00. Some automobiles have even gone up from 25% to 35% in price.

You would think it was real manufacturing accomplishment if you could buy something for 32 cents in an improved form when you paid 31 cents for the corresponding article a year ago.

That's what the Harley-Davidson organization has accomplished. The electrically equipped model 18-J, the most popular Harley-Davidson type, will sell for $320 in the improved 1918 type, whereas the corresponding model last year cost $310.

That's an increase of less than 3¼%.

Remarkable, you say, and it is true, but there are reasons for it—many reasons. Increased production, efficient standardization of models, standardization of manufacturing operations, etc.

The Great Opportunity is Here

We believe 1918 offers the greatest opportunity in the history of the motorcycle industry. It is the one year when the public generally is talking economy and conservation of resources. The motorcycle, the sidecar and the parcelcar offer the most economical means of motor transportation. Thousands of individuals will buy motorcycles and sidecars this year because of the low cost of upkeep. Thousands of business institutions will buy motorcycles and parcelcars for the same reason. In business the cost of necessary deliveries must be very materially reduced. The now highly perfected parcelcar will do its share to accomplish this end.

For several years Harley-Davidson dealers have been selling more and more motorcycles and parcelcars for business purposes and they have the commercial end of their business well in hand. New Harley-Davidson dealers are finding it surprisingly easy to get commercial business when the right effort is put into the proposition.

Harley-Davidson Dealers Are Fortunate

The important improvements in the 1918 models, together with the startlingly small increase in price, furnish what we believe to be a real contribution on the part of the Harley-Davidson organization to a bigger motorcycle year for 1918 than ever before.

Coming as it does, this slight increase, when most people in the trade expected a much larger increase, is bound to be of great assistance to Harley-Davidson dealers who are taking advantage of present conditions, that is high cost of gasoline, etc., and the increasing popularity of motorcycles generally due to necessary conservation of resources and also to the fact that the motorcycle has come to be such an important factor in military operations.

on Organization is Doing
ear in Motorcycle History

1918 Improvements

New Clutch Bearing—Clutch now mounted on a large high duty double row roller bearing.

Oil Well for Inlet Valve Rocker Arm Bearing—Ample lubrication is provided for the inlet valve rocker arm bearing, so that it is not necessary for the rider to oil this bearing every day or two.

Longer Breather Pipe—The crankcase breather pipe is now carried below the chain guard. This does away with any chance for oil leaking out of the chain guard and soiling the rider's clothing.

New Carburetor—The 1918 Harley-Davidson will prove to be even more economical in gasoline consumption than the previous type. An important improvement has been developed in the carburetor which permits a more careful adjustment of the spray nozzle. An extra adjustment now makes it possible to set the carburetor so that the motor will perform just as satisfactorily at high speed or low speed as it will at intermediate speeds, with the same setting of the carburetor.

In other words, the new carburetor will do much to eliminate the necessity for frequent carburetor adjustment, to care for varying motor speeds.

New Saddle—A new saddle of Mesinger make, very sturdily made, extremely comfortable, and unusually well sprung.

An option is offered for those riders who prefer it, of Mesinger No. 1 Harley-Davidson Special Air Cushion. An extra charge of $3.00 is made for this.

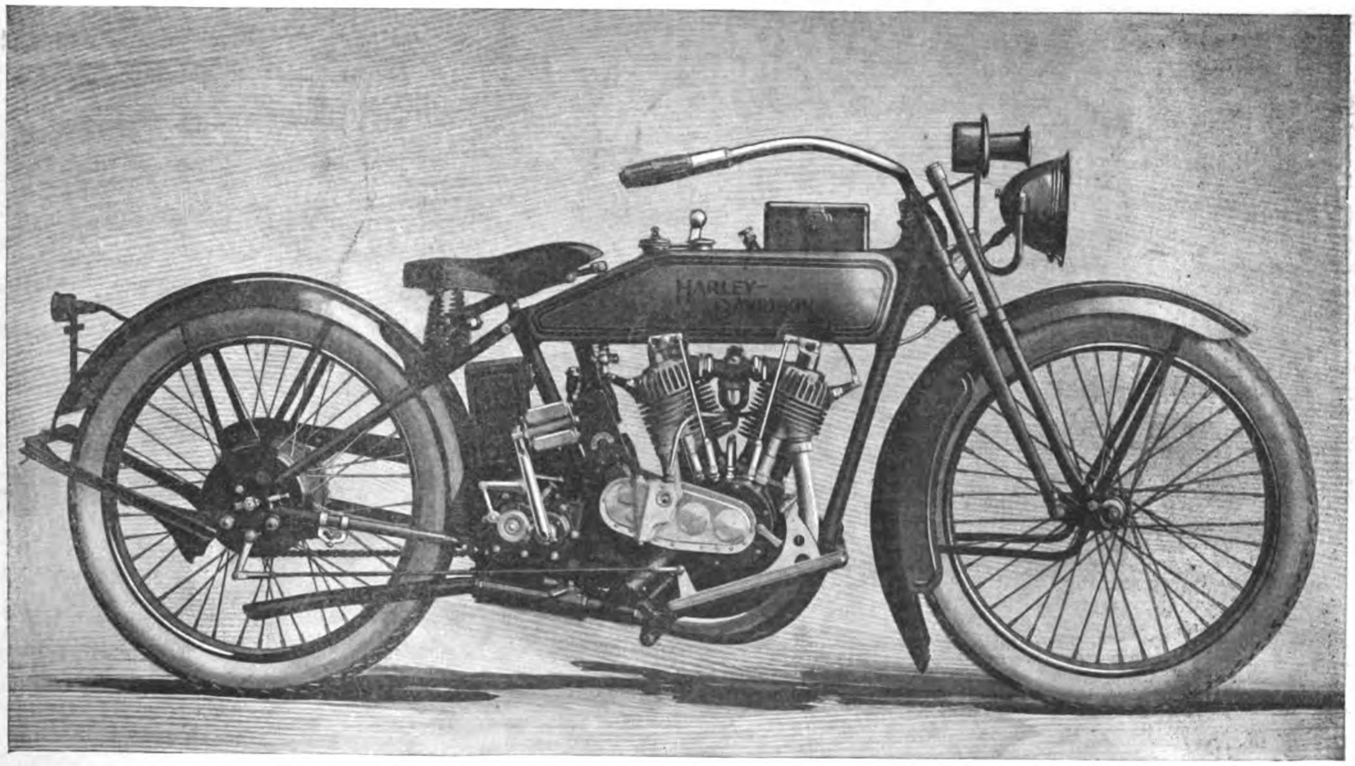
Improved Chain Guard—The 1918 chain guard provides more clearance between the front drive chain and the guard. This eliminates any chance for noise caused by the chain striking the guard when the chain is a trifle too loose.

Berling Magneto—The latest type of Berling magneto is standard equipment on all models excepting the electrically equipped model 18-J.

Improved Horn—The warning signal on the electrically equipped model has been refined in several ways so that a good strong tone is certain at all times.

Additional Horn Brace.—The warning signal on the model 18-J is fitted with an extra brace to eliminate any possibility of horn vibration.

More Attractive Striping—A new combination of colors used in the panel greatly enhances the appearance of the new Harley-Davidson.



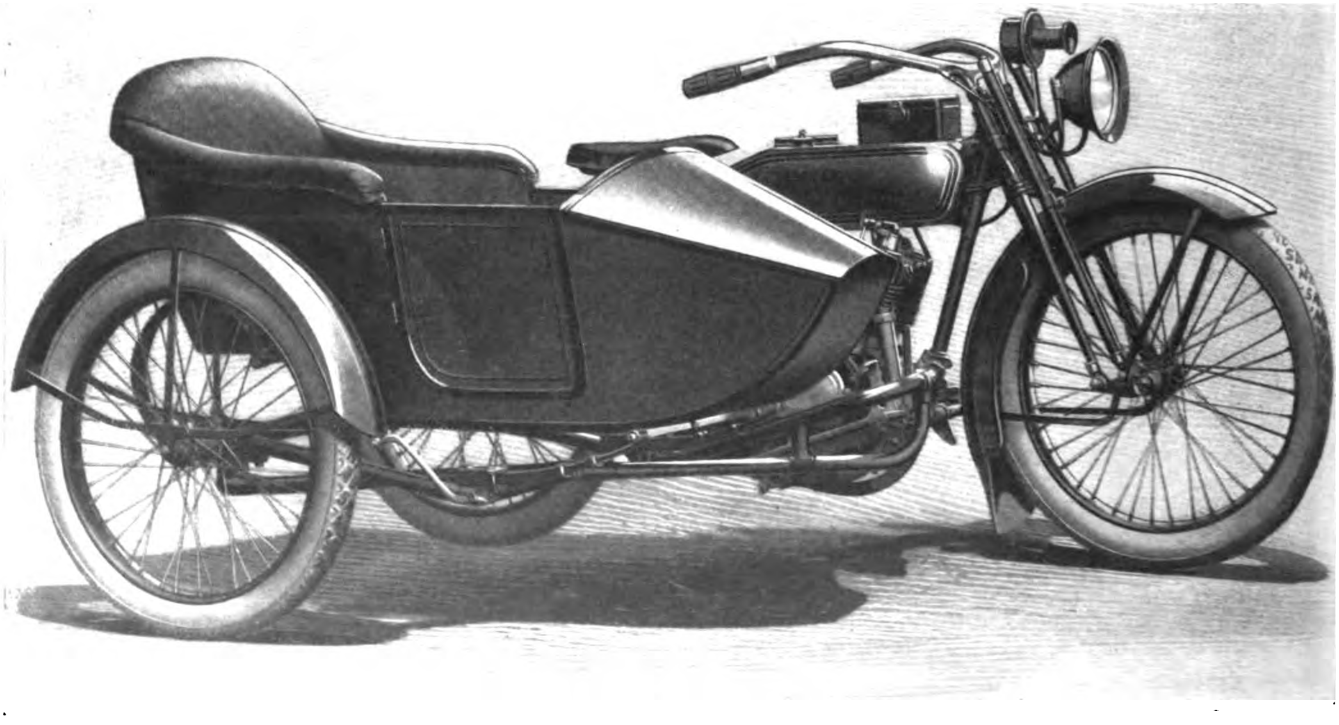
The Most Popular Harley-Davidson—the Electrically Equipped Model 18-J.

The Luxurious New
—Featuring Mor

SEVERAL important improvements make the new Harley-Davidson sidecar even more comfortable than the previous type.

The body is mounted farther back, which is responsible for a better distribution of the weight on the springs.

The luxurious new upholstering is so comfortable that it simply defies description.



ley-Davidson Sidecar
mfort Than Ever

The smooth finish of the upholstering, is not only very pleasing to the eye, but it does not collect dust.

Coil springs are now built into the seat cushion and back.

The improved design of the door makes the sidecar easier to enter. The new paneled effect has greatly increased the strength of the door.

The chassis has been redesigned, providing more clearance than before, and even greater strength.

A new type of connection and a new connecting brace between the sidecar frame and the motorcycle seat post adds at least 50% to the comfort of both the sidecar occupant and the driver.

An improved type of shock absorbing rebound snubber also adds to the increased comfort of the new sidecar.

The outside lines of the sidecar have been improved, and the appearance of the new cowl is very noticeable.

A neater and stronger arrangement for the front brace of the sidewheel fender together with an additional fender brace makes for greater sturdiness of this part.

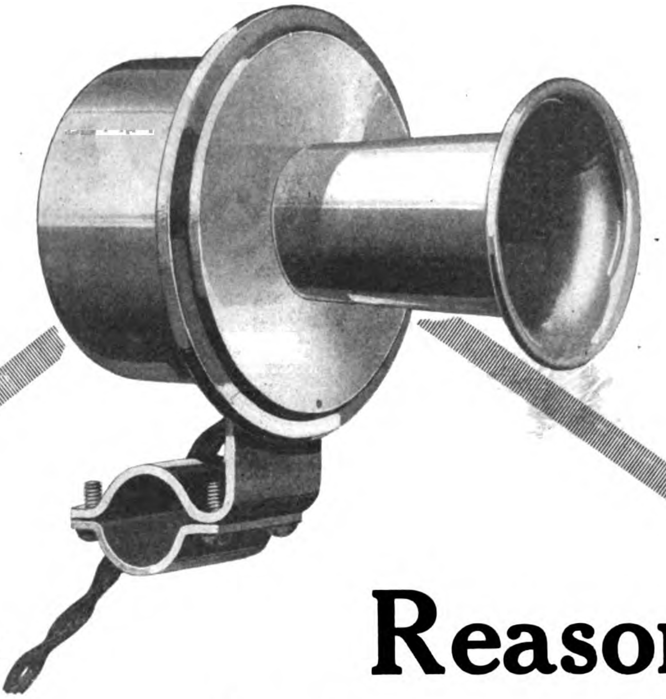
Taken altogether, the new sidecar is very much more comfortable than the former type, it is more handsome in appearance, and it is so easy to handle on the road because of its perfect balance and the improved connection between the sidecar frame and the motorcycle that nothing short of an actual trial can do justice to its merits.

1918 Harley-Davidson Prices

Add Transportation to Destination

Model 18-J	16 horsepower twin cylinder three-speed model with complete electrical equipment	$320
Model 18-F	16 horsepower twin cylinder three-speed model with high tension magneto ignition	$290
Model 18-E	16 horsepower twin cylinder direct geared model with high tension magneto ignition	$275
Model 18-C	6 horsepower single cylinder three-speed model with high tension magneto ignition	$260
Model 18-B	6 horsepower single cylinder direct geared model with high tension magneto ignition	$235
Model 18-L	Harley-Davidson pleasure sidecar.	$90

Harley-Davidson Motor Company
Milwaukee, Wisconsin, U. S. A.



The Reason

that the

ADAMS-BAGNALL IMPROVED ELECTRIC HORN

has been selected as standard equipment on all the electrically equipped

HARLEY-DAVIDIDSON MOTORCYCLES FOR 1918

is that comparative tests proved it to be far above all other articles of a like nature.

The discriminating manufacturers of the Harley-Davidson machine are familiar with the details of A. B. Electric Horns. Therefore, they unhesitatingly choose this horn with full knowledge of the satisfaction it will give their patrons. You can do no better than to insist that an Adams-Bagnall Improved Electric Horn be part of the motorcycle you make, sell or ride.

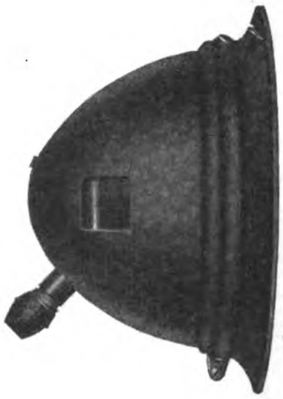
Write for our literature.

ADAMS-BAGNALL ELECTRIC CO.

Cleveland, Ohio

SOLAR

ELECTRIC
LAMPS



Are Again
Selected for Exclusive Equipment on

HARLEY DAVIDSON
MOTORCYCLES

SOLAR

Acetylene Gas and Electric Lamps
for Motorcycles and Bicycles
Are Standard the World Over

MADE BY

THE BADGER BRASS MFG. CO.

C. M. Hall Lamp Co., Successors

KENOSHA - - - WIS.

OUT OF THE MANY

Out of the many Motorcycle Saddles to choose from the Harley-Davidson Motorcycle Co. selected the MESINGER Cushion Suspension Saddle as standard equipment on their machine for 1918.

It was not without much deliberate consideration that the discriminating firm of Harley-Davidson selected equipment for their 1918 model Motorcycle.

And when they settled upon the Mesinger Saddle it was only after the process of elimination had left it standing alone in its respective field.

The significance of the Harley-Davidson is surely apparent to every maker, seller or rider of a Motorcycle. In terms that are clear, plain and emphatic it says, "If you would have the *best* Motorcycle Saddle made it *must* be a MESINGER."

The Mesinger Air Cushion Saddle is the Saddle of the record makers.

Such sterling riders as Baker, Bedell, Artley and many others equally as famous attribute part of their success to the fact that they used the MESINGER SADDLE.

We have a special style of Saddle for every cycling condition.

Write for an illustrated catalog.

H. & F. Mesinger Mfg. Co.

Austin Place & E. 144th St. **Bronx, N. Y.**

MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation
450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department
H. A. Williams, Adv. Mgr.
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Editorial Department
J. H. Donehue, Editor
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Walter A. Bardgett Howard A. Florus

Subscription, Per Annum (Postage Paid).................$2.00
Foreign and Canadian Subscriptions...................... 3.00
Single Copies (Postage Paid)..........................10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

WANTED: FAIR PLAY

You have noticed how newspapers throughout the country persistently juggle their news stories to the disadvantage of the motorcycle, emphasizing the accidents in which it figures and overlooking its good points, haven't you? Well, the time has arrived to educate the editors to a better understanding of the power two-wheeler's true place in the national life, and the editorial page of this issue tells how you can assist in the educational process.

Read the editorial. Then give us your cooperation.

MORROW
COASTER BRAKE

To the manufacturer, the dealer and the rider we say, if you will equip the cycle you make, sell or ride with the Morrow Coaster Brake you will have secured the best braking device the mechanical world has yet produced,

Twenty years of continuous use under all road conditions justify the above statements and our long established reputation guarantees its accuracy.

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE"

Send for our literature.

Eclipse Machine Company, Inc.
Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

THERE ARE MANY REASONS

why you should order your stock of motorcycles equipped with United States *'Usco'* tread tires.

But the one big reason is because they are the tires that are increasing in popularity by leaps and bounds—the tires for which motor bike enthusiasts are asking.

Why? Because of their unchanging dependability, their high anti-skid efficiency, their "more-mileage" giving ability. That's why!

So why not give your customers the tires they want? And they want United States *'Uscos'*

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World.

MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 New York, September 13, 1917 **Number 37**

Vacationing a la Cygnet

Three Pleasurable Weeks Passed in Trip Through Mountainous Country Over Exceptionally Poor Roads; Wild Animals Howled at Lake Willoughby, But this Was Offset When Soldiers and Natives Proved Friendly

By H. A. SMITH

THREE weeks and nothing to do except enjoy ourselves. We have a 1917 Indian with an RX motor, a Cygnet rear car, an Ideal tent and a complete camping outfit. You've guessed the answer. We went touring, my wife and I, and we had a fine trip, visiting before we returned to our home in South Ozone Park, Long Island, the White, Green, Canadian and Alleghany mountains and the Berkshire Hills. We traveled more than 1,800 miles; we went over some good roads and more that were far from good; we met kindly people, and we were not bothered by the soldiers, even when we were near the Canadian border. The motor chugged as evenly, as regularly and as nicely when we entered Ozone Park on our return as it had when we left. It was some trip!

When we left our home on the morning of August 6, we had with us in addition to the camping outfit, two suitcases. Our only definite plan was to call on some friends in White River Junction, Vermont, and to drop in on other friends who live in Chenango Forks, N. Y. We also had a sort of half-formed notion that we would visit the land of Arcadia before we returned.

Lost in Massachusetts

That noon found us just outside of Hartford, Conn., and when we came to a shady spot we prepared our luncheon. Springfield, Mass., was reached at 4 o'clock and we found what we considered a desirable spot for a camp, on the shores of the Connecticut River. Just as we were about to pitch our tent, an obliging person gave us minute directions by following which we could find a much better site. We followed his directions, lost ourselves around Westfield, and managed to make Springfield before the hotels closed. We did not camp that night.

The next morning we had the machine looked over at the factory, and consequently did not start on our 150-mile jaunt to White River Junction until shortly after the noon whistles blew. We made our destination just as it was growing dark, and we found the country so delightful that we remained with our friends three days. From my bedroom window I had a beautiful view of Mount Ascutney, 20 miles away. We spent our time here in making side trips, as we have an idea of going back to the land when our ship comes in. We found many desirable farms for sale.

Animals Rout Morpheus

Bright and early in the morning of August 10 we started for the White Mountains, going through Franconia Notch to the Profile House, and then through Littleton and the Green Mountains to St. Johnsbury, Vt. It had been our intention to go to Burlington across the Hero Islands and by King Edward Highway to Montreal, but we were told the roads were bad, so we decided to enter Canada at Newport.

We reached Lake Willoughby just at twilight, and pitched camp at once. By the time we had cooked supper, we were ready for bed, and we turned in, but not to sleep. It was almost freezing. Then the anvil chorus of wild animals kept Morpheus away. Mrs. Smith kept me awake by calling my attention to the noises. I grabbed my gun and went hunting, but did not see anything to shoot at.

But sunrise more than repaid us for the wakeful night. The shores of Lake Willoughby are unmarred by the habitation of man. Its beauty is comparable to nothing except Lake Lucerne. Plants are found about its borders that grow nowhere else on this continent outside of the Arctic Circle.

When we reached West Charleston the following day I was badly under the weather. The minister's wife came to my rescue with a steaming pitcher of ginger tea, and this enabled us to proceed to Lake Memphremagog. Here we changed our plans again and went around to enter Canada at Derdy Line, intending to go to Montreal via Magog.

The roads surpass description. Just beyond Magog we had our only accident. We went over a 15-foot embankment, and the machine turned turtle. While debating the best thing to do, an automobile with six men in it arrived. Then came another and still another. All stopped to give us a hand, and by combining our forces we pulled our equipage back to the road, where we found we had escaped injury to ourselves and that our machine had suffered nothing worse than a bent stand. A short distance further on we met a hay wagon and the horses ran away, sending the wagon into the ditch. We soon had them back on the road.

When we arrived in St. Cesaire, we had to question ten persons before we found one who could speak English. In this village we met one of the helping automobile parties and learned he had not gone three miles after helping us before he too went over the embankment, and had to be towed out. The road leading into the village is the worst I ever struck, and I have been over the washboard route before.

"Halt!" Said the Sentry

From Marieville we had a good road to Montreal, which we entered at Longueuil Ferry. We had lunch and then, after a couple of hours sight-seeing, we headed for Plattsburgh, via King Edward Highway and Victoria Bridge. At the bridge a soldier halted us. He was polite but firm. The burden of his song was: "I'm sorry, but you will have to open those suit cases." A party in front of us was getting a thorough overhauling, and I thought we were in for it. But an officer came up, looked us over and said: "Just touring? You need not bother to open your grips, then." He was a friendly fellow, and we had an interesting conversation.

This took time, and we had to speed up

some in order to make Lacolle, so as to get through the customs before they closed for the night, but the Indian responded nobly, and we reached Plattsburgh in plenty of time for supper. On our way to Schenectady the next day a puncture held us up, and we had to buy a new tire, but even with this delay we reached Schenectady on schedule.

The Indian agent at Schenectady helped me out with directions how to reach Chenango Forks, and with the exception of getting 18 miles off our course, we had no trouble. The country around there is famous for berries, and as Mrs. Smith is great for the farm stuff, I shipped our camping outfit home and, after a stay of ten days, started for Ozone Park loaded down with the products of the soil.

Under ordinary circumstances, we would have made home before dark, but we struck rain in the mountains and had to lay over a night in Wurtsboro. The following day we completed our run. We look back on this year's vacation with regret and pleasure, our regret being that we could not have continued it for another three weeks.

CLEVER REPAIR STUNTS COMING NEXT WEEK

OWING to the unusually heavy pressure of news matter in this issue it has been found necessary to delay publication of the first letters in the "Clever Repair Stunt" series until next week. Almost a score of letters are already in hand describing extraordinary roadside repairs made by motorcyclists under adverse conditions, and others are being received daily. They're interesting, too.

What's the most unusual and ingenious motorcycle repair job you know of? Think over your experiences, and if you can tell a story that is interesting enough for publication you will receive a dollar for your time. Address your letter to the Editor, and send it along without delay. Several of the "Clever Stunt" descriptions will appear in each issue from now on.

WHAT'S AHEAD

September 16, Providence, R. I.—Providence M. C. run to Putnam, Conn., and Greene, R. I.

September 28, Springfield, Ill.—Illinois Motorcycle Day at State Fair. Race program made up of five motorcycle races with liberal purses.

September 30, Providence, R. I.—Run to Carr's Pond, promoted by Providence M. C.

October 2, Newark, N. J.—Annual Jersey jaunt of N. J. M. C. over 220-mile course.

October 7, Providence, R. I.—Annual triangle run, promoted by Providence M. C.

RAMBLES ON THE GOSSIP TRAIL

By HAL ROBINSON

QUITE a few sidecar enthusiasts are to be seen on the roads these days with neat monograms on their passenger attachments, and the idea is one that deserves to become popular. The monogram, in a color to harmonize with the finish of the sidecar body, should be put on by a professional letterer. It can be placed on the back of the car, on the door (which is doubtless the best arrangement), or at the front.

* * * *

For a Sunday trip at this time o' year nothing beats an old-fashioned camp-fire party. The club lads—and their lassies, of course—can run out into the country twenty or thirty miles, build a big fire, roast the succulent frankfurter and anything else that strikes the crowd as appetizing and roastable, start the ol' coffee pot a-simmering and have a downright good time. The jaunt back to town through the crisp air of early evening is not the least exhilarating feature of such an outing.

* * * *

Met a queer bird day before yesterday. Wanted to know if a standard twin would tote him around, in spite of his 210 pounds of beef, if he kept on city and suburban pavements. Thought he was too heavy for the power two-wheeler. We assured him that he was just about the right weight to hold a machine nicely on the ground, at which he smiled thankfully.

* * * *

Somebody's overlooking a bet. Chap named McIntyre, professor of physical culture at the Hotel Majestic, New York, wants to form a big rider organization and furnish the lads with a meeting room and other accommodations, including admission to the gym, if they will just get together and start something. Haven't heard that the Metropolitan bunch has hopped to his offer as yet.

* * * *

Ever try a chamois vest for Fall riding? It's too early for a heavy coat and even a good sweater doesn't quite fill the bill for roadwork after dark; but a chamois vest can be carried in the pocket, or in the sidecar, during the day and slipped on in short order for the cool homeward run. Surprising how the wind cuts through a feller as soon as the sun sets these days. Great riding weather, though.

* * * *

Used to get kinks in the neck when we saw a lad in Uncle Sam's khaki on a motorcycle, but times have changed. The army boys are to be seen riding on all sides now, but unfortunately only a few of them are using the mounts in Government service. Day's coming, however, when there'll be an army motorcycle job for every pilot who wishes to enlist.

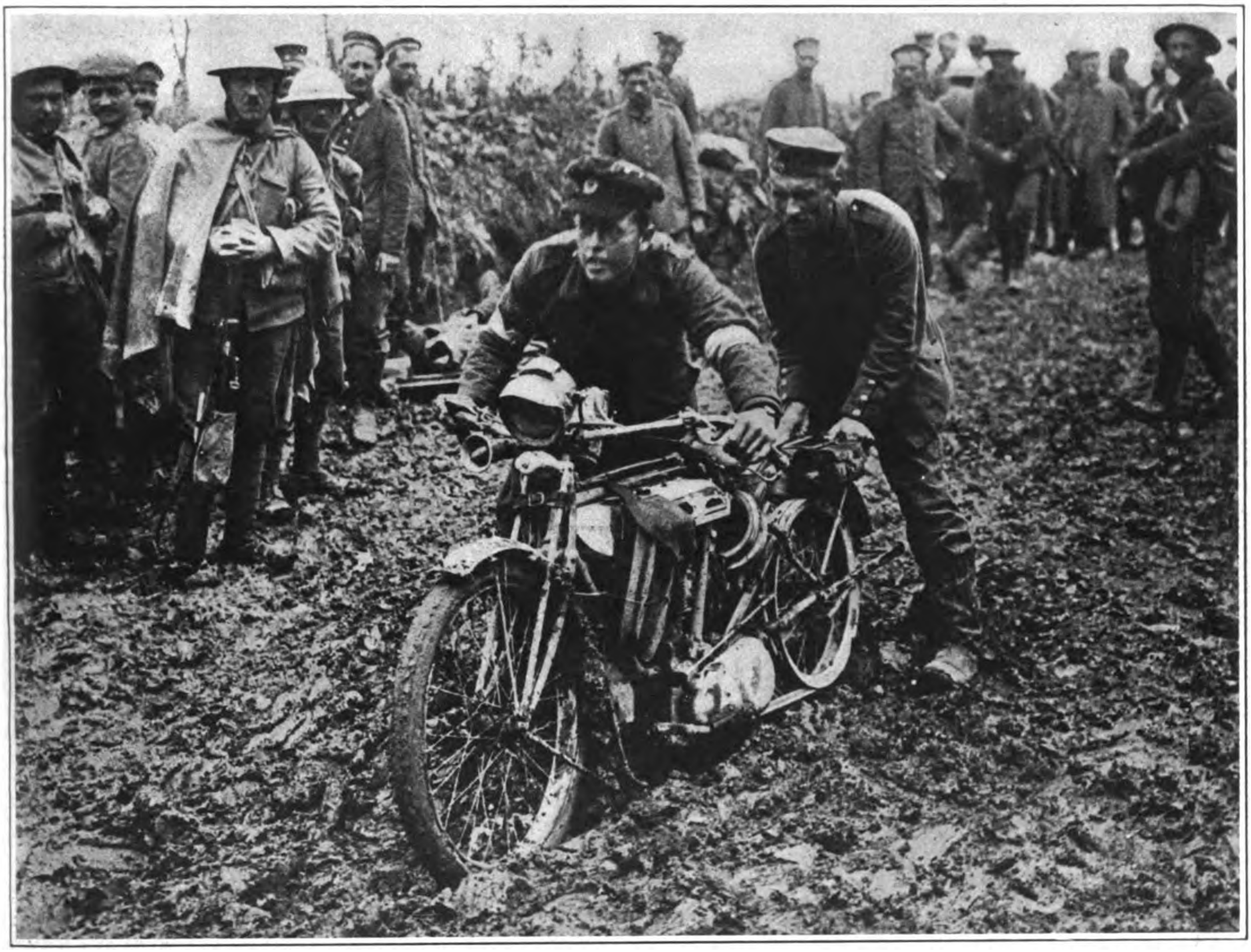
* * * *

The warning to use gas economically is timely, but it hardly affects the average motorcyclist—he's strong on economy anyway because his motor won't let him be otherwise. No harm in keeping a sharp lookout, though. If the same idea could be impressed upon the fat and flabby buccaneers who roll about the country at about seven miles to the gallon in their 60-horsepower Golden Goofoozlums there wouldn't be anything to issue a warning about. 'S right, ain't it?

* * * *

Prexy Falor, of the F. A. M., wants 10,000 recruits for the national rider body. No exams, no fuss, no draft stuff; just slip the Secretary (new address, Akron, O.) two bucks, if you're a newcomer, or a single buck if you're renewing, and you'll get your papers. Better do that little thing to-day, before you get your two iron men tangled up with some of that Bethlehem steel stock or something of the kind.

IS THE LIGHTWEIGHT EQUAL TO SUCH ROADS AS CONFRONT THIS ARMY RIDER IN FRANCE?



Some Friends of the Medium-Powered Mount Assert That It Can Meet All the Exigencies of Army Solo Service; Others "Ha Their Doots"; Here's a Photo with an Important Bearing Upon the Question

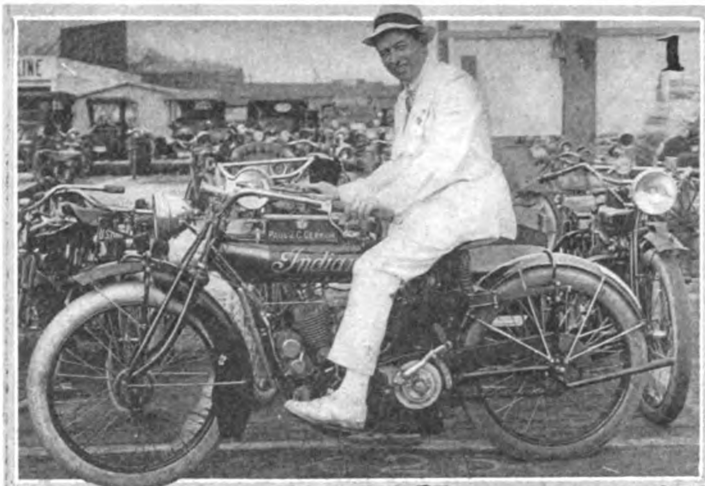
IN view of the recent debates in the Standardization Committee of the Motorcycle and Allied Trades Association concerning the types of army machines needed for service abroad, and the admitted inability of Washington officials to reach a decision with reference to the relatve importance of light, medium and heavyweight models, the accompanying photograph tells a valuable story. It gives unquestionable testimony of the conditions under which motorcycle courier and reconnaisance work is conducted behind the battle lines in France, and affords more definite and striking information than could be crowded into volumes of written matter. To a considerable degree it is an answer to the question that has been agitating American motorcycle manufacturers ever since they were called into consultation with the Nation's war chiefs on plans for equipping our motorcycle units.

The picture, which was taken not far behind the British lines in France, shows a dispatch rider about to start on a trip. Owing to the depth of the mud, he is being assisted by a German prisoner, while other captured Germans are to be seen in the background. It is plainly evident that this motorcyclist is to have no pleasure jaunt, that the stamina of his mount and his skill as a pilot are to be tested to the utmost. He is using a 3½ h. p. Triumph, with chain-cum-belt transmission and scaling at something like 250 pounds. These machines, while not used as widely as the Douglas for solo service in the British army (according to the best information obtainable), have given pretty general satisfaction. The Clyno, at about 5-6 h. p., is looked upon as the British favorite for sidecar and machine gun work. Both the British and French war chiefs experimented with numerous makes of motorcycles at the beginning of hostilities, but the British now limit themselves to two or three types and the French are following suit, with the idea of bringing about greater standardization in operating and in repair work.

Could the lightweight, as we know it, handle itself on such roads as appear in the photograph above? Would its relatively low weight, combined with medium power, be an advantage under such conditions or a drawback? Would the lightweight's greater facility in handling be offset in deep mud by the big twin's steady pull? Well, there's the picture. There is a story in it. How does it strike you?

The Weekly

NEWSY EXPLOITS OF THE CAMERAMA



REEL 1, **Scene** 1—Paul Derkum, one of Los Angeles' most enthusiastic motorcycle boosters, astride his Powerplus Indian.

Scene 2—A picturesque spot along the Morris Canal near Richfield, N. J. The photo was snapped by E. B. Holton, of the New Jersey M. C., Newark, N. J., while on a spin along the tow-path.

Scene 3—Depicting A. W. Chappel, Beltsville, Md., a 66-year old motorcycle devotee, astride the machine he recently purchased at the Washington, D. C., branch of H. A. French & Co.

Scene 4—Shows a sextet of Cleveland boosters on a recent outing staged by John Lever, the Metropolitan Cleveland distributor.

Scene 5—Roscoe L. Thackery, of Providence, R. I., demonstrating how easy it is to turn sharp corners with a Cleveland lightweight.

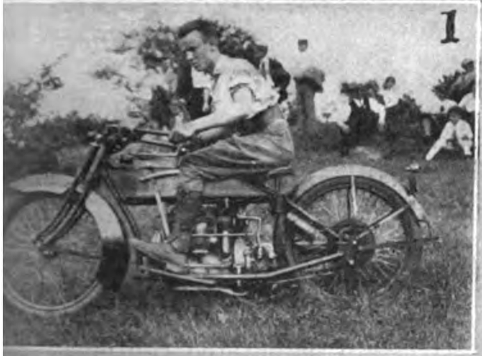
Scene 6—Showing G. Rotholz, who is the Reading Standard agent in New York City, while on a Sunday morning run near Mt. Morris Park, N. Y. City.

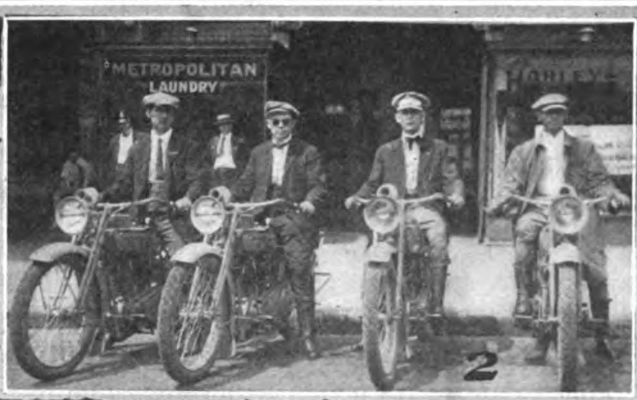
Scene 7—A shipment of Indian twins which was recently received by Walter Locke & Co., Ltd., Lahore, India, and the Locke Company's staff. From left to right they are: General Manager Banfield, Superintendent H. G. Potts, E. M. Watson, H. Saunders and J. Neave.

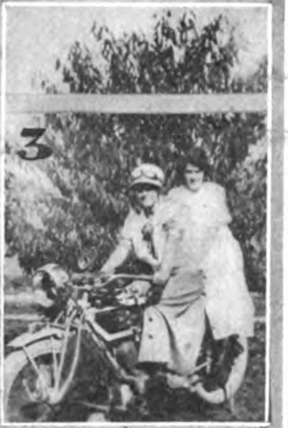
Scene 8—This is the delivery outfit used by the Julian Meat Market, Piqua, O.

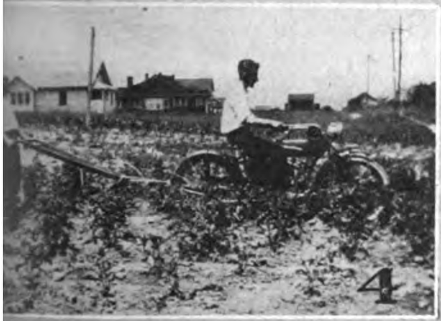
Motorgraph

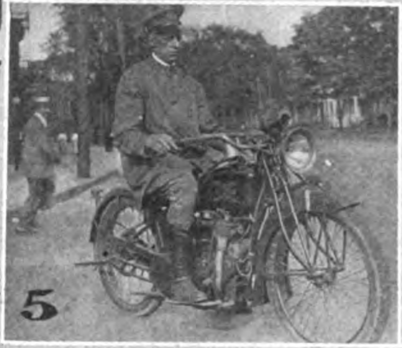
PRESENTED IN TWO REELS ~ ~

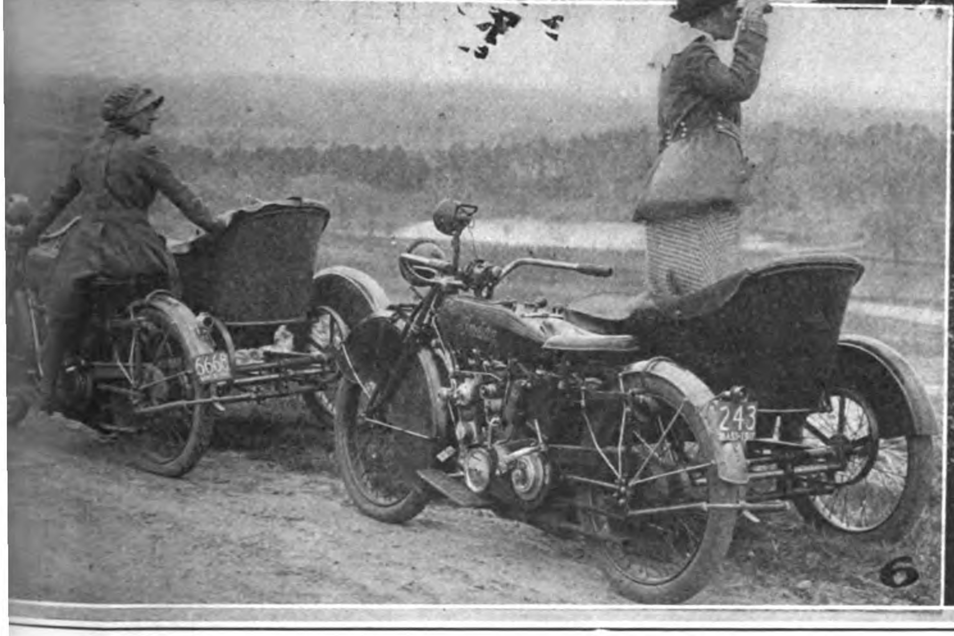












REEL 2, Scene 1—"Bud" Allen, of the Crotona M. C., Bronx, N. Y., doing some stunts with his Henderson. He keeps the crowd guessing.

Scene 2—Depicting a quartet of the Washington D. C., police astride their Harley-Davidsons, which they find indispensable in curbing automobile speedsters and joy riders.

Scene 3—Misses Elizabeth and Maggie Ray, of Campbellsburg, Ind., snapped by the camera man while on a recent spin with their Excelsior.

Scene 4—Oscar Kantner, of the motorcycle department of G. H. Westing Co., Indianapolis, Ind., using his Powerplus to lighten the burden of cultivating in his "war garden."

Scene 5—Officer Jewell, of the Newark, N. J., police department, astride his Excelsior. Jewell has ridden in the motorcycle squad since 1906.

Scene 6—A couple of Indian boosters snapped by the camera man "somewhere along the Connecticut River in Massachusetts." The noonday rest is utilized to enjoy Nature's panorama.

Scene 7—Following a winding road through the deep woods, many miles from a charted road, in the hope of getting a chance to photograph some wild animal or bird. The outfit is a Henderson.

EDITORIAL

Motorcycle Education for the Editors

ONE of the strongest influences now militating against the popularization of the motorcycle is the misinformed press of the country, and any campaign of education contemplated by the industry should make provision on a liberal basis for remedial measures. With a few notable exceptions, the newspapers from coast to coast are openly antagonistic to the power two-wheeler and its devotees. They do not hesitate to juggle facts in order to build up an accident to the proportions of a "scarehead" news feature, and in many cases that the writer has observed the main points of interest in the article have been deliberately sacrificed to the editor's determination to condemn the motorcycle and belittle the riding fraternity. Isn't it about time to take steps towards offsetting this spirit of systematic unfairness?

* * * *

The writer has before him a clipping from the New York morning *World* which exemplifies strikingly the attitude of the national press with reference to the motorcycle. A bold headline, running across two columns, announces that a motorcycle has been the cause of "another fatal accident," despite the fact that the paragraphs which follow describe three automobile fatalities, two wagon accidents and a street car crash—in addition to the single mention of the motorcycle. It is worth noting also that the police, according to the article, hold the motorcyclist blameless for the accident in which he figured, an old man having stepped directly in front of the machine after the rider had taken every reasonable precaution to protect him.

* * * *

In this instance there was nothing to indicate that the motorcycle was a dangerous vehicle, that it had not been operated with care or that the same accident would not have occurred with the driver of any automobile or wagon under similar circumstances; still the newspaper folk saw fit to place the bulk of discredit for that day's mishaps upon the power two-wheeler by mentioning it exclusively in the headline.

* * * *

This trend of editorial policy is not confined to a few newspapers; it is general, and all the educational work so far done by the trade bodies has not changed it. The effect of printed articles is cumulative, naturally, and each antagonistic item or article that appears relative to the motorcycle makes it just that much more certain that the next editor who mentions the powered cycle in his columns will do so belligerently and with the open aim of damning it. Go through the editorial offices from Maine to California and from Canada to the Gulf and you will find that editors and reporters feel free to score the motorcycle mercilessly—on general principles. This is too serious a situation to ignore

* * * *

Why does it exist? Well, here's the answer: The average newspaper writer or editor knows nothing about the motorcycle except that it runs on two wheels and carries a motor. Being uninformed, the newspaper folk simply take their cue from one another, and the false conceptions engendered years ago are still going the rounds. And they will continue to travel, doubtless, until positive and businesslike steps are taken to set them right. Such steps should not be longer delayed. It is unfair to everyone concerned—manufacturers, dealers, riders and potential riders, and to the newspaper men themselves—to permit the continued dissemination of articles which grossly misrepresent a vehicle that is entitled, by every law of economy, efficiency and adaptability, to a big and permanent place in the national life.

* * * *

You may argue that papers in some localities have been forced to a position of antagonism by the harum-scarum performances of certain riders, but even that is not a satisfactory explanation of the newspaper enmity. For every joy-riding motorcyclist who clashes with the law there are twenty-five automobile parties guilty of the same infractions; but in describing the latter cases there is no effort—no obvious effort, at least—to concentrate condemnation upon the automobile. The automobile is an accepted vehicle in the eyes of the editor, and can to his personal knowledge be driven with safety, so the blame must rest upon the people who misuse it. He prints his articles accordingly. Is there any reason why he should not follow the same policy with reference to the motorcycle?

* * * *

Before such an improvement in the situation can be hoped for, however, the newspapers of the country must be acquainted with the true standing of the motorcycle; they must be supplied with informative data; they must be convinced that the motorcycle is what we claim it to be—a simple and dependable vehicle of wonderful serviceability, with the element of danger no higher than it is in the now omnipresent motor car, for either drivers or pedestrians. That's the job ahead of us.

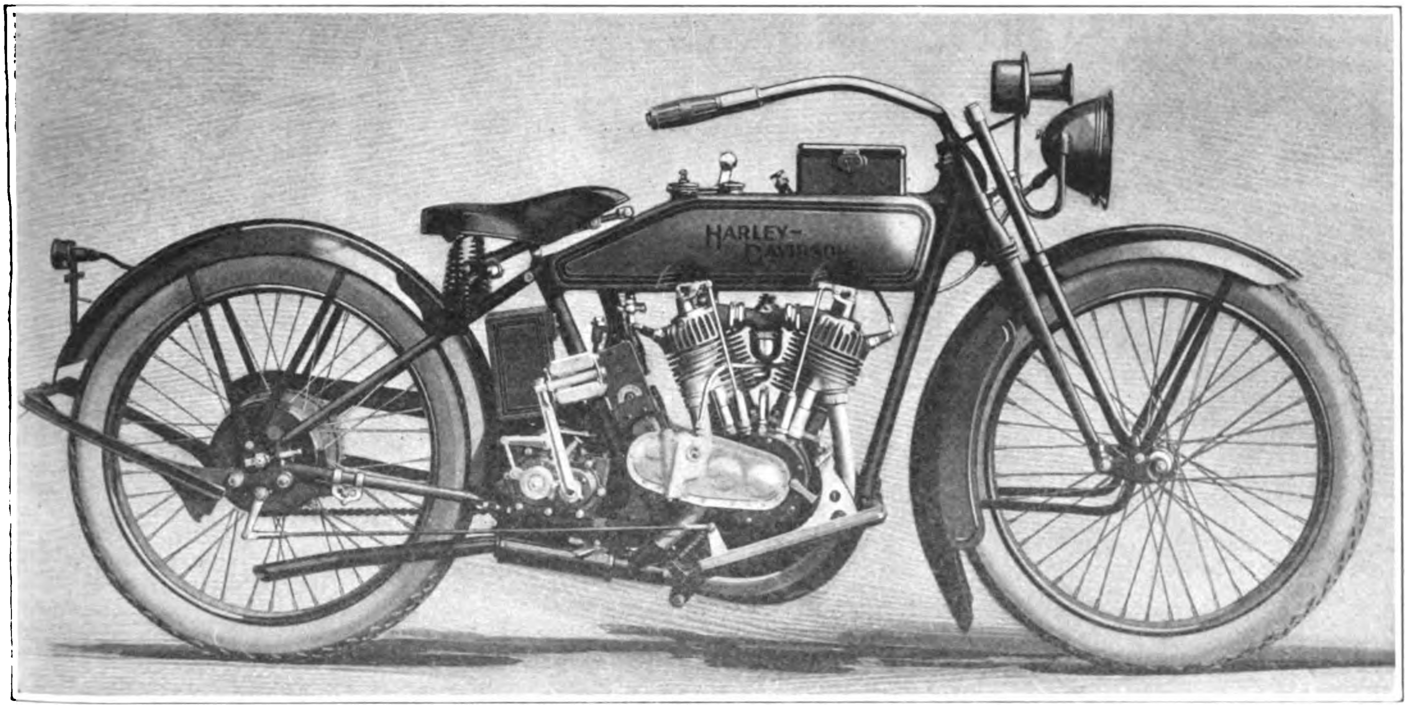
* * * *

Now, the writer has a proposition to offer to all who are interested in the standing of the motorcycle, to factory men, jobbers, dealers and riders. It is this: If they will clip from the newspapers every unfair reference to the motorcycle and mail the clipping to MOTORCYCLE AND BICYCLE ILLUSTRATED, addressing it to the editor, a letter will be written to the offending journal explaining the injustice of its attitude and giving cold facts to prove that it owes greater consideration to the power two-wheeler. That such a plan can be made fruitful is shown by the results obtained from five letters sent to editors by the present writer within the last six months. In each instance the newspaper man expressed appreciation of the information given him and promised that future articles in his columns relative to the motorcycle would be handled with care as a result of his new understanding of the machine's scope and value.

LATE NEWS

REFINEMENTS ARE NUMEROUS IN HARLEY-DAVIDSON MODELS FOR THE COMING SEASON

Comparatively Slight Price Advance Is Offset by Improvements in Most Attractive Line the Company Has Ever Offered; New Clutch Bearing, More Efficient Carbureter, Special Mesinger Saddle, and Aids to Cleanliness and Silent Running Are Among 1918 Features; New Sidecar Has Redesigned Chassis, Additional Springing in Seat and Back and High-Quality Upholstering



The 16 H. P. Electrically-Equipped Three-Speed Twin

MILWAUKEE, Sept. 11.—Five models, ranging from the 16-horsepower, three-speed, electrically equipped twin, at $320, to the 6-horsepower, direct-geared single, listing at $235, comprise the up-to-the-minute array of Harley-Davidson motorcycle offerings for the 1918 season, and the strikingly improved sidecar rounds out a line that the company points to with pride as representative of the biggest value it has ever been able to place upon the market.

Next in line to the electrically equipped model comes the 16-horsepower, three-speed twin without electrical equipment. This machine is fitted with a high tension Berling magneto and is priced at $290. The three-speed single-cylinder model, rating at 6-horsepower, also has Berling ignition and is listed at $260. The direct-geared models, a 16-horsepower twin and a 6-horsepower single, both are Berling equipped and are sold at $275 and $235, respectively. The new sidecar price is $90.

One of the most interesting features of the 1918 announcement, which has just been released from the factory, is the price schedule. All things considered, it was expected that the Harley-Davidson company would find it necessary to quote substantial price advances on the full line in order to maintain its quality standards in the face of existing industrial conditions, but the increases on the 1918 models are surprisingly small. The key to the mild upward movement is found in the price of the electrically equipped, three-speed twin which will sell for $320 during the coming season, as compared with $310 for the corresponding model last year.

Moderate Price Advance

When consideration is given to the skyward trend of all wares, mechanical and otherwise, and to the fact that most automobiles have gone up in price anywhere from 10 per cent. to 35 per cent., it is apparent that the Harley-Davidson folks have achieved something approaching a manufacturing miracle in the production of their 1918 line. If the new prices had been quoted for the line as it stood in the current year they would doubtless have been justifiable, in view of material and labor conditions, and to find them scheduled for the 1918 offerings—with the long list of improvements—is an outcome which even the most optimistic dealers hardly expected. The Harley-Davidson increase is less than 3¼ per cent.

The company's ability to market the new line with the relatively small advance referred to can be credited to increased production, efficient standardization of models and greater standardization of manufacturing operations. The combination of the 1918 improvements with the unexpectedly slight price increase offers dealers a remarkable opportunity to take advantage of the lively demand for motorcycles, the

Harley-Davidson company points out, and enables the trade to emphasize efficiency more than ever before without sacrificing the vital argument of economy. The Harley-Davidson folks believe that 1918 is to be a banner year for motorcycle sales, and all their plans have been laid accordingly.

The New Clutch Bearing

One of the most important improvements in the Harley-Davidson motorcycle for the coming season is a new clutch bearing. The clutch is now mounted on a large, high-duty, double-row roller bearing of Harley-Davidson design and manufacture which replaces the ballbearing formerly employed. In addition to the new bearing's remarkable resistance to wear, it is featured by exceptional lubricating simplicity. Heretofore it was necessary to remove the chainguard and take the clutch apart in order to pack the ballbearing with grease every season; the new roller bearing can be lubricated with an ordinary oil can through an opening in the chainguard.

From this oil pocket the lubricant is distributed to the rollers and the bearing surfaces by an ingenious system. Four oil holes carry the lubricating fluid from the oil pocket to a large felt distributing washer, which in turn keeps the bearings properly oiled. The system is neatly worked out, and, owing to the construction of the bearing, it is impossible for any oil to be thrown out of the clutch bearing, or for any to leak out.

The new bearing is really an important improvement, because in many cases riders would overlook the lubricating of the old style clutch bearing, partly owing to the fact that it required lubricant so seldom, and would thus impose undue hardship upon the clutch. With the new system, which is so easy to handle, it is certain that the clutch bearing will never be allowed to run dry. A few drops of oil every thousand miles will meet all requirements.

A Severe Test

In trying out the new clutch bearing, the Harley-Davidson company fitted one in a test machine perfectly dry, neither oil nor grease being applied. This bearing has now been in service more than four months, and although as dry as a bone it has not given any trouble. The factory engineers, not without justification, look upon this as the strongest kind of a testimonial to the efficiency of the bearing. They are convinced that the new bearing is now as nearly trouble-proof as possible.

The 1918 Harley-Davidson will prove to be even more economical in gasoline consumption than the type previously used, as an important improvement has been developed which permits of a more careful and precise adjustment of the spray nozzle. This desirable result is brought about by means of an extra adjustment which enables the rider to set the carbureter so that the motor will perform as satisfactorily at high and low speeds as at intermediate speeds. In other words, one setting of the carbureter will afford the best possible results at all speeds. The advantage of this arrangement will be at once apparent to the rider of even limited experience.

With the aim of saving the rider further trouble, the Harley-Davidson engineers have now provided an oil well in the end of the inlet valve rocker-arm stud. This will provide ample lubrication for this highly important bearing, so that it will not be necessary to oil it every day or two. A felt plug in the oil well helps to retain the lubricant in the reservoir. Under the old arrangement when the rider neglected to oil the rocker-arm bearing the dry bearing was naturally prone to make the motor a trifle noisy, but with the new lubricating provision this possibility will be eliminated.

1918 *Harley-Davidson Models and Prices; Equipment Details*

16 h. p. Three-speed Twin, Electrically-equipped, Model 18-J	**$320**
16 h. p. Three-speed Twin, with high-tension Berling Magneto, Model 18-F	**$290**
6 h. p. Three-speed Single-cylinder, Model 18-C, with Berling Magneto ignition	**$260**
16 h. p. Direct-geared Twin Cylinder, Model 18-E, with Berling Magneto ignition	**$275**
6 h. p. Direct-geared single Cylinder, Model 18-B, with Berling Magneto ignition	**$235**
New 1918 Sidecar	**$90**

Equipment

Mesinger saddles, Duckworth chains, Schebler carbureters; rims by Standard Parts Company and Mott Wheel Works; forksides and mudguards by Standard Parts Co., and spokes by National Screw and Tack Co.

Ignition by Berling magneto on the magneto models; electrically-equipped machine will be fitted with Solar headlight, Adams-Bagnall—Harley-Davidson warning signal, Exide storage battery and Remy generator.

United States, Firestone or Goodyear tires, 28 x 3.

One of the bearings in the three-speed transmission is a special bearing manufactured for the Harley-Davidson company by the United States Ball Bearing Company.

The 1918 machines have longer crank case breather pipes than the former models. In the new machines the breather pipe is carried below the chainguard, doing away with any chance for oil to leak out of the chainguard and soil the rider's clothing. This refinement is in line with the Harley-Davidson company's policy to leave nothing undone that will contribute to the attractive appearance of the motorcyclist on the road.

A new saddle of Mesinger manufacture, designated as No. 2 Harley-Davidson Special, is standard equipment on all the 1918 models. This saddle is very sturdily made, and is extremely comfortable and well sprung. As an option the company offers another saddle, known as No. 1 Harley-Davidson Air Cushion, also bearing the Mesinger brand. An extra charge of $3 is made for this particular equipment.

Another improvement is noted in the chainguard of the 1918 models, which provides more clearance than heretofore between the front drive chain and the guard. This arrangement eliminates the possibility of any noise resulting from the chain striking against the guard when the chain is a trifle too loose.

As was noted in the opening paragraphs, the Berling magneto is now standard equipment on all models excepting the electrically equipped 18-J.

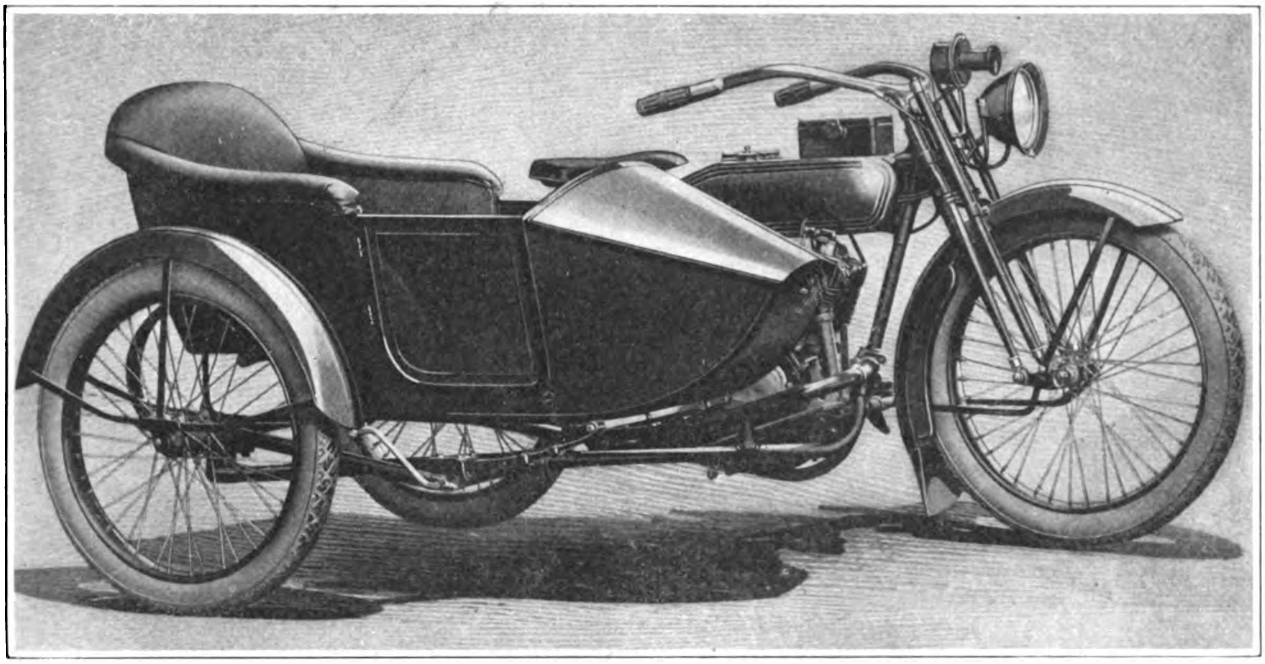
Electric Horn Improved

The warning signal on the electrically equipped model has been refined in several ways so that a strong tone is assured at all times. This improvement in the volume and dependability of the tone, combined with the sturdy construction and pleasing appearance which characterized last year's horn, results in a warning instrument calculated to meet every requirement of the exacting rider. The horn on the electrically equipped machine is now fitted with a brace to guard against undue vibration in rough going.

Even the casual observer will note at once that the finish of the new Harley-Davidsons makes a stronger appeal to the eye than that of former models, and this is due to a new combination of colors in the panel striping. Without being in the least flashy, the 1918 color scheme makes an instantaneous and pleasant impression. In fact, the present finish is credited with being the most striking the company ever used.

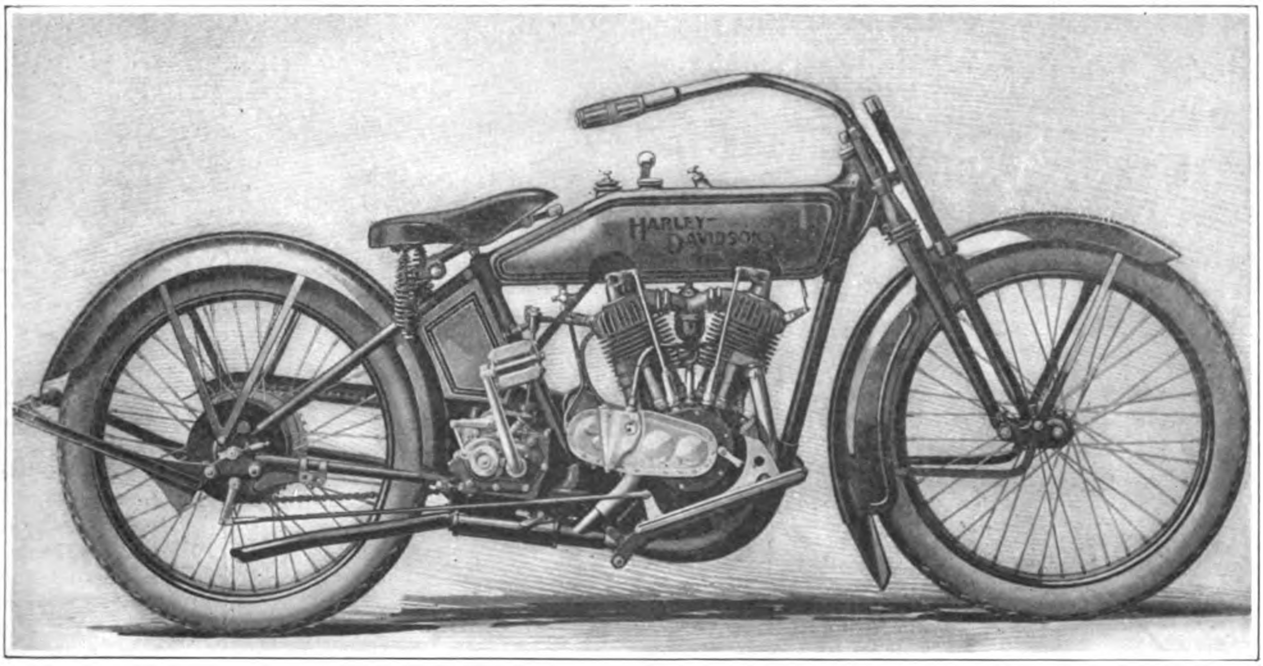
Having in mind the fact that the sidecar has at last come into its own, and that many dealers throughout the country are selling close to 100 per cent. of their motorcycles with sidecars attached, the Harley-Davidson company has given particular attention to the improvement of its passenger attachment. The company enjoyed a remarkable increase in sidecar business

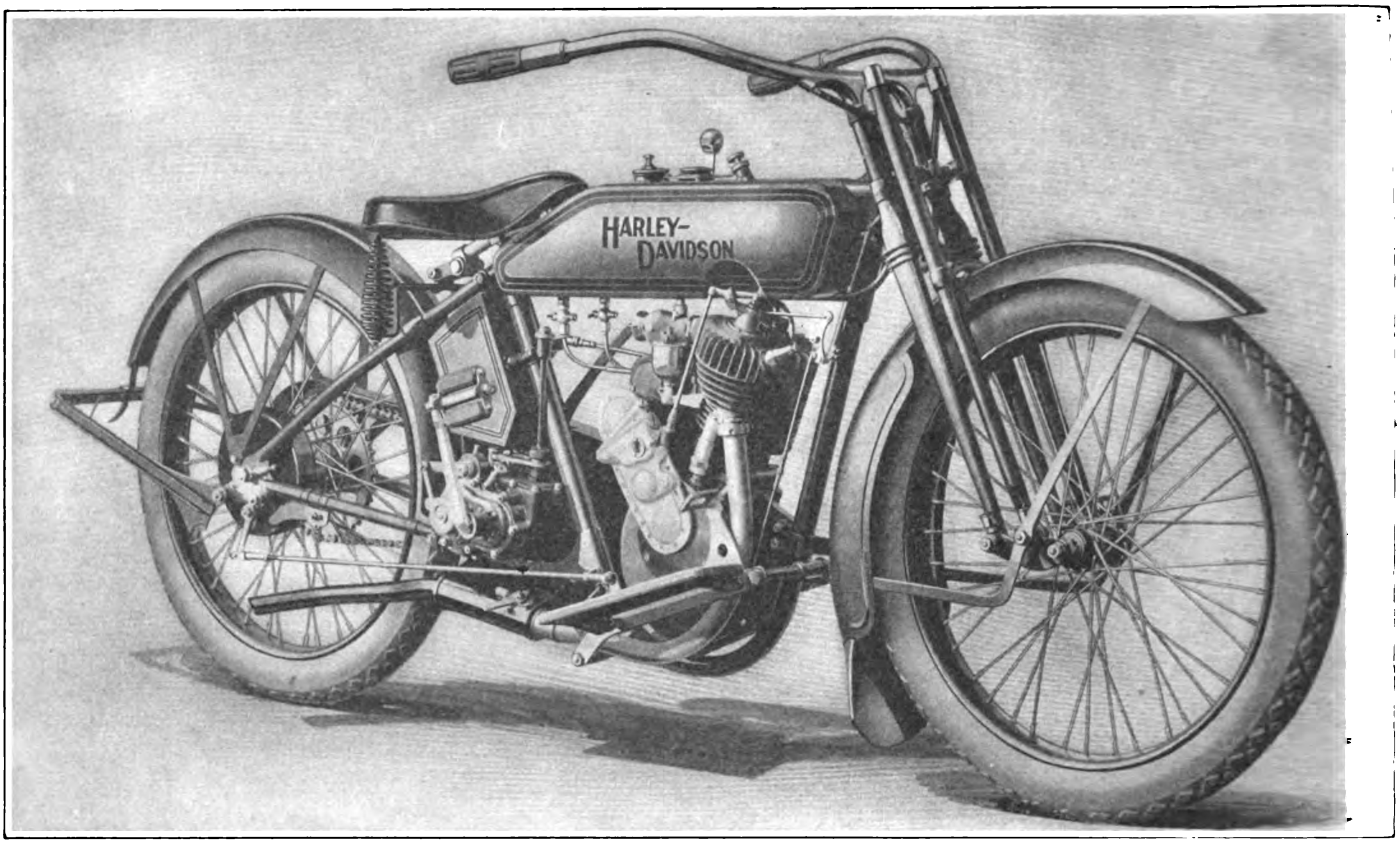
HARLEY-DAVIDSON SIDECAR OUTFIT DELUXE AND A VIEW OF MAGNETO-EQUIPPED TWIN



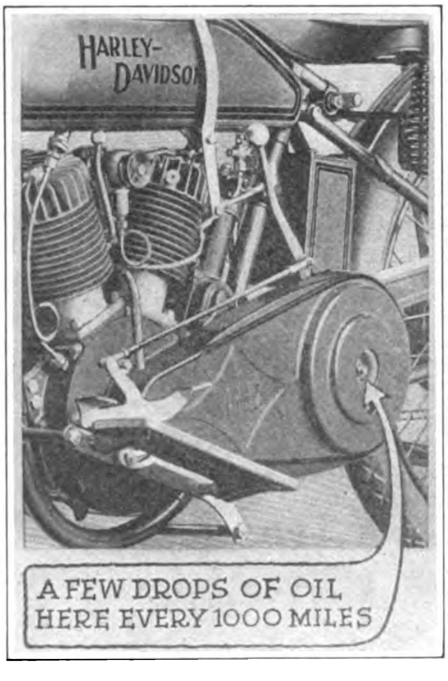
Note the new shape of the sidecar door, which makes it easier to enter or leave the vehicle; also the new paneled treatment of the door which adds to its strength as well as its appearance. The perfectly smooth upholstering gathers no dust, affords maximum comfort and pleases the eye. Both the seat and the back are now built up with coil springs. The chassis has been redesigned, the connections are improved and the outside lines are more graceful than in the past. The body has been set further back to improve the balance, and a new cowl and more rugged fender bracing are among the additional points worthy of note.

The 16 h.p. three-speed twin illustrated below is fitted with Berling magneto ignition and ranks next to the company's electrically-equipped model. This machine lists at $290 for the new season.





The 6 H. P. Three-Speed Single Cylinder Model, Magneto Equipped



Simple Arrangement for Lubricating the New Clutch Bearing

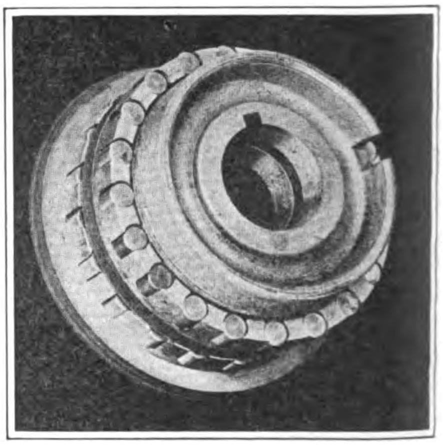
during the 1917 season, and is planning a still further speeding up of its sidecar production for the coming year.

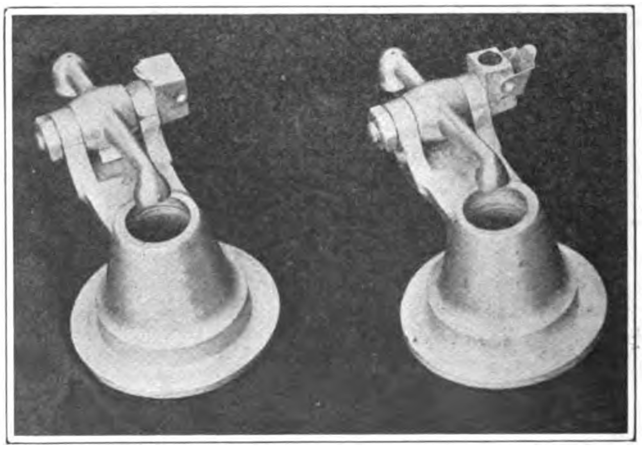
While appearance has not for a moment been overlooked, the chief changes in the sidecar for 1918 have been made with a view to adding to the passenger's comfort. The body is now mounted further back so that there is a better distribution of weight on the sidecar springs, and new upholstering also contributes materially to ease of riding. The upholstering, of perfectly smooth finish, is almost limousineish in its luxury and its smooth surface does not collect dust.

Seat Springing and New Door

Coil springs are now built into the seat cushion and back, and those who have been privileged to make trips of considerable length in the new sidecar assert that the improved springing arrangement, combined with the new cushions, insures comfort under any conditions of travel. The improved design of the sidecar door makes it easier to enter and leave the passenger attachment, and the 1918 panel effect has also added to the door's strength.

The sidecar chassis has been redesigned, with the result that it has more road clearance and even greater strength than formerly. A new type of connection, and a new brace between the sidecar frame and the motorcycle seat post, add at least 50 per cent. to the comfort of both sidecar occupant and driver. An improved type of shock-absorbing rebound snubber con-





Above Shows the New Double-Row Roller Bearing Used in the 1918 Clutch, Allowing Lubrication Without Removal of Chainguard; to the Left Is the New Arrangement for Lubricating Inlet Valve Rocker-Arm Bearing, the Cut Showing the Oil Well Covered and Uncovered

tributes still further to the wearability of the sidecar, while at the same time increasing the comfort of the traveler.

More Attractive Lines

The outside lines of the sidecar have been changed somewhat, with the view of making them conform pleasingly to the various improvements in the third-wheeler, and the neat appearance of the new cowl is particularly noticeable.

A neater and stronger arrangement for the front end brace of the side wheel fender has been effected, and this, together with an additional fender brace, makes for increased sturdiness in this part which is so prone to shake loose in long riding over rough roads.

Taken altogether, the 1918 Harley-Davidson sidecar is much more comfortable than previous models, more handsome in appearance and easier to handle on the road because of its perfect balance and the improved connections between the sidecar frame and the motorcycle.

FIRST SILK CITY JAUNT SCHEDULED FOR SUNDAY

Paterson Club Posts 220-Mile Course With Yellow and Blue Triangles —Run Starts at 7 O'clock

PATERSON, N. J., Sept. 10.—The first annual "Silk City Jaunt" of the Paterson M. C. over a 220-mile course will be held on Sunday, the 16th. This is an F. A. M. sanctioned event, open to all registered riders at a $1.50 entry fee. Like the "Jersey Jaunt" of the New Jersey M. C., there are no other awards than a finisher's medal for the individual rider. For the club finishing the most number of riders, a silver cup is offered and interest between the Crotona Club of the Bronx, N. Y., and the Jersey clubs should make for a large entry.

The course is in the shape of a figure "8," leaving Paterson at 7 a. m. on the morning loop and journeying around a 108-mile lap through Newark, New Brunswick, Bound Brook, Morristown to Paterson for dinner, then out on the afternoon course of 112 miles through Dover, Newton, Sussex, Stockholm and Pompton Plains to Paterson. Solo riders are scheduled at 22 miles an hour, while lightweights and sidecars are routed at 20 miles an hour. The course is marked with yellow and blue triangles with P. M. C. across the face, and is thoroughly posted, so there will be no difficulty in finding and keeping to the route.

Address Orrie Steele, 93 Broadway, Paterson, N. J., for further particulars.

DAIL REJOINS SPLITDORF

NEWARK, N. J.,—C. O. Dail, formerly with the Splitdorf Electrical Co., of Newark, and more recently with Parrish & Bingham, is again with the Splitdorf company as special factory representative.

TORONTO SPEEDERS AT MONTREAL MEET

Nixon Carries Off Honors in Two Events Open to Professionals; Morrison Runs Away with Both Amateur Races

MONTREAL, Que.—Toronto motorcyclists cleaned up at the racemeet on the Mount Royal one-mile track, Montreal, on Labor Day. The meet was under the auspices of the Montreal dealers and drew more than 7,000 people.

Nixon, the Toronto professional, took both the two- and 20-mile professional races with his Indian and Wilfrid Morrison ran away with both the five-mile open amateur events. Walter Andrews, Toronto Harley-Davidson distributor, surprised the talent by landing first place in the two-mile amateur stock event in which the Montreal expert, Benny Cohen, had to be content with second prize. Morrison also straddled a Harley-Davidson. P. Shuttleworth, Indian, took second place in one of the five-mile amateur contests.

The best Montreal fliers were Sprague Cleghorn, who finished second to Nixon in both professional events, and Cohen in the amateur class. The summaries:

Two mile, professional—Won by Nixon, Toronto; second, Sprague Cleghorn, Montreal. Time, 2:01⅘.

Five mile, open, amateur—Won by Morrison, Toronto; second, P. Shuttleworth, Toronto. Time, 4.41⅘.

Twenty mile, professional—Won by Alex Nixon, Toronto; second, Sprague Cleghorn, Montreal. Time, 19:02⅘.

Two mile, amateur (stock)—Won by W. Andrews, Toronto; second, Ben Cohen, Montreal. Time, 2:00⅗.

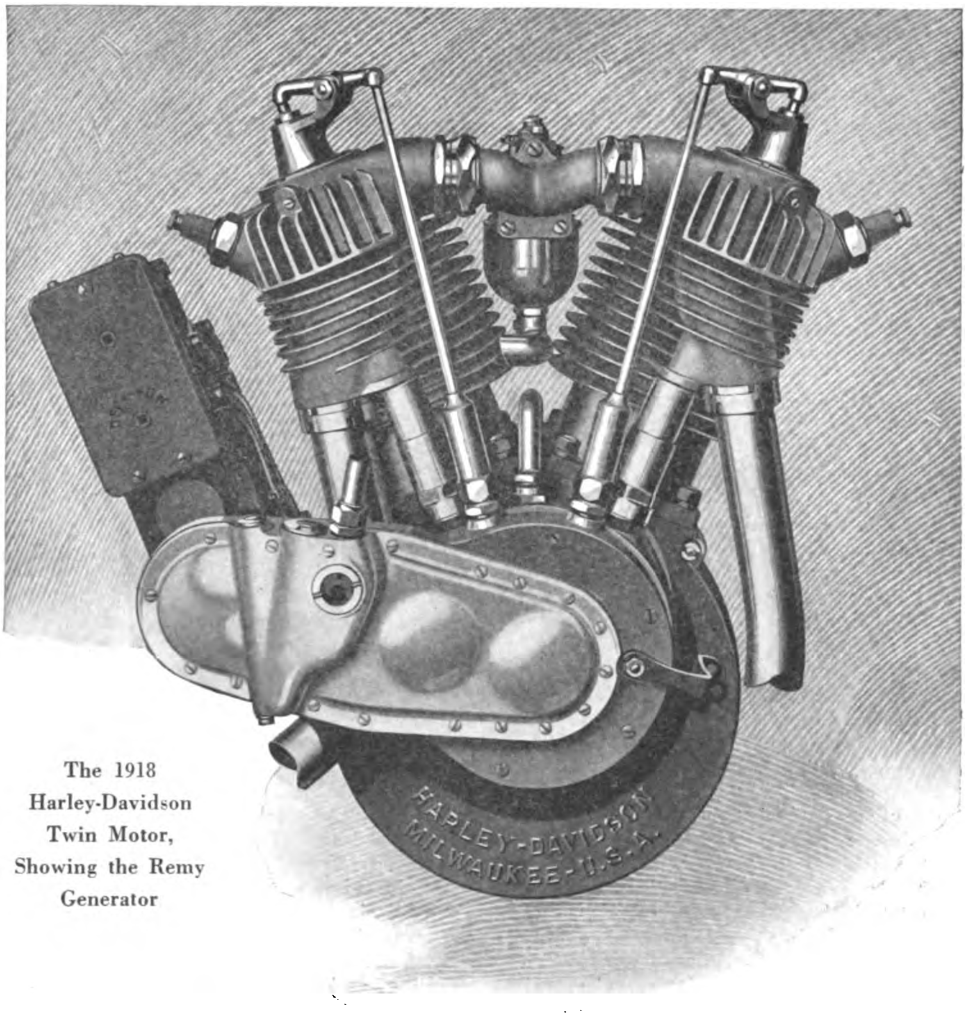
Five mile, open, amateur—Won by Wilfred Morrison, Toronto; second, J. Narrier, Quebec. Time, 4:57⅘.

CHANGES IN HARRIS CO.

Wilson and Monroe Resign at Annual Meeting of the Stockholders

NEW YORK, N. Y.—At the annual stockholders' meeting of the D. P. Harris Hardware & Manufacturing Company, on the first of the month, Stanley Wilson and Samuel Monroe resigned. Messrs. Wilson and Monroe, who have been prominently identified with the progress of the company for a long time, have not announced their plans for the future.

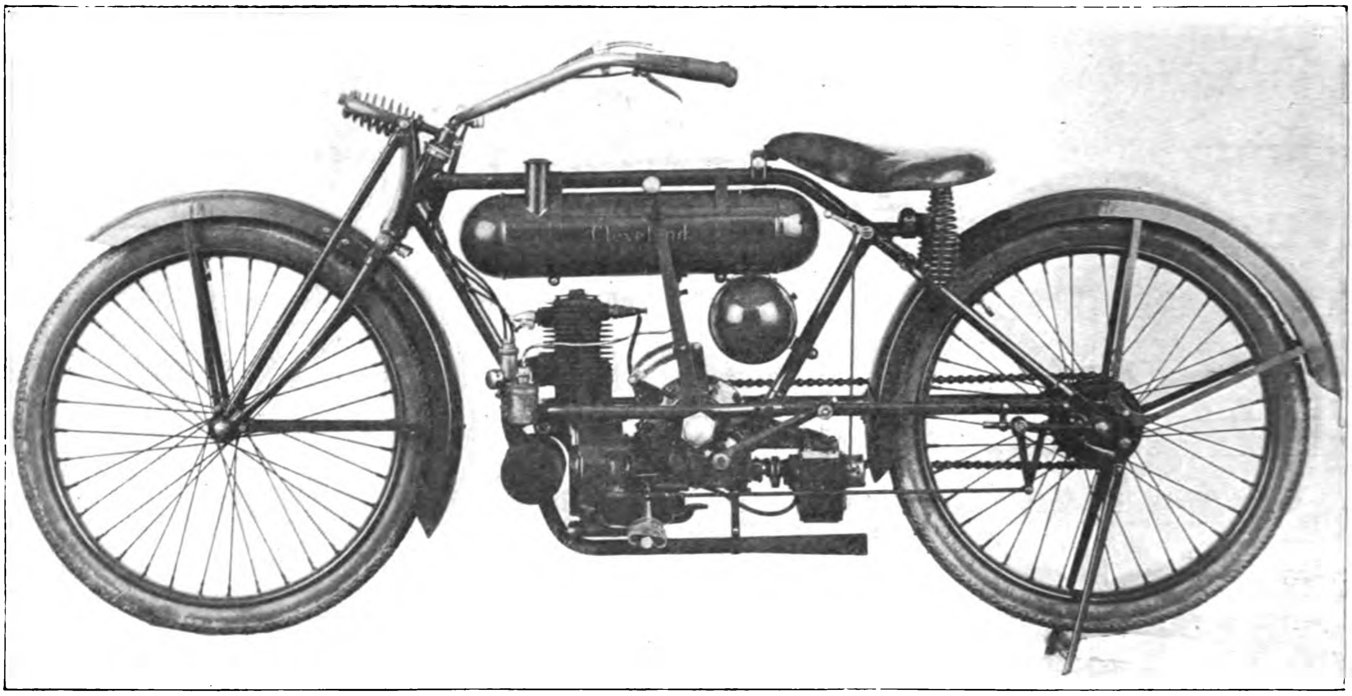
The company increased its capital stock from $500,000 to $600,000 and elected the following officers: D. P. Harris, president; Ralph B. Leinbach, treasurer; and H. S. Cooke, secretary. Mr. Harris reported a constantly increasing demand for Rollfast products and said he believed the coming year will be better than the last, which was the most successful in the company's history.



The 1918 Harley-Davidson Twin Motor, Showing the Remy Generator

CLEVELAND LIGHTWEIGHT FOR 1918 APPEARS WITH HANDSOME OLIVE DRAB MILITARY FINISH

Adoption of the Popular Army Color Meets with Unanimous Approval of Dealers and Riders; Chief Efforts of Company in Production of New Model Have Been Devoted to Building Quality into Every Detail of the Machine, Only a Few Mechanical Changes Being Found Necessary; Owing to Company's Broad-Gauge Buying Policy This Season's Price Is Advanced Only $5



How the New Cleveland Lightweight "Shapes Up" from the Left Side

CLEVELAND, O., Sept. 11.—Following out their determination to maintain the quality standing of the Cleveland motorcycle at all costs, and in the face of any industrial conditions that might arise, the manufacturers of the popular lightweight have devoted most of their attention in the production of the 1918 machine to obtaining the best materials the market affords. This highly important result achieved, they have turned to refining some of the mechanical details, but when all is said the fact remains that those who wish to note the true progress of the Cleveland for the coming season will have to look beneath the externals. Some changes of value will be noted in the outside makeup of the trim little mount—only a few being found necessary or advisable—and the big story of what the manufacturers have done for 1918 Cleveland buyers is on the inside.

Gray Gives Place to Drab

One external change of special interest, however, is in the finish, which will be olive drab hereafter instead of gray as on previous models. The trend of popularity has been so strong towards the olive drab throughout the country for some time past that the Cleveland folks began to consider it several months ago and finally sent out two or three machines with the new finish by way of getting a line on the leanings of dealers and riders. Wherever the olive drab models were seen they aroused favorable comment, it being the unanimous opinion of motorcycle followers that the change would add to the already high prestige of the capable and neat-looking "little fellow," and when these reports reached the Cleveland factory the decision was reached to make olive drab the permanent finish. There appears to be no doubt in the minds of those who have seen the new Cleveland that the 1918 finish results in a more handsome mount than that of last year, and it is pointed out in addition that the olive drab will probably show better wearing qualities than could be expected of the light gray color scheme.

The Cleveland company, in common with all other manufacturers of motorcycles, has had to contend with the problem of obtaining high-grade materials in the amounts needed, and at the times required, and many months ago a broad-gauge buying policy was mapped out with the aim of obviating those difficulties as far as possible. The Cleveland company determined to accept materials only from manufacturers of the highest standing, and to demand that those materials be of 100 per cent. rating. It was easier to outline this policy than to adhere to it, but the Cleveland folks pride themselves today on the fact that the steel going into their motorcycles is of the same top-notch quality that is supplied by the makers for the Pierce Arrow, Packard and Cadillac motor cars.

Seamless Tubing in Frame

Special Trojan steel, the best and costliest obtainable, is used in the Cleveland kick-starter sector and pinion, both of which show greater ruggedness of construction for the new season owing to slight but important changes in their makeup. High quality alloy steel is utilized for the transmission gears, in order to give them the great wearability that is demanded by give-and-take service over all kinds of roads, and seamless steel tubing is employed in the frame. Particular attention is called by the Cleveland engineers to the fact that the frame of the 1918 machine has been strengthened at every vital point by this quality material, a noteworthy feature when it is taken into account that seamless tubing is now almost a non-gettable product except for the fortunate manufacturers who laid their plans to get this season's supply far in advance.

It will be noted that the position of the muffler is changed on the 1918 Cleveland, it having been raised to afford greater road clearance. This was found to be a desirable arrangement for travel over muddy or heavily rutted roads. Pressed steel is used in the new muffler, which is thus made almost immune to breakage. The additional weight over aluminum is comparatively slight, and this is entirely offset by the increased ruggedness of the steel construction.

The 1918 Cleveland carries a countershaft thrust bearing that is considerably larger than the one used in former models, and quarter-inch balls are employed to replace the smaller diameters used heretofore. These changes are in line with the aim to fit the machine for the rough service of country roads as well as the easy sailing of city and suburban streets. Another change is noted in the gland between the crankcase and the wormgear housing; it will now absolutely prevent any leakage of oil, in addition to possessing increased wearing properties.

Mr. Alexander Speaks

In referring to the makeup of the 1918 Cleveland, Treasurer H. G. Alexander pointed out that very few changes were made, for the excellent reason that few were called for. He explained that the work of the lightweight has been so uniformly satisfactory during the current season that it was only by dint of persistent refining that the engineers could justify themselves in announcing any changes at all.

"Our whole organization is concentrated upon the task of producing the Cleveland on a basis of the best obtainable materials and the highest quality of workmanship," said Mr. Alexander a few days ago, "and we know that we are living up to that difficult slogan with our 1918 products. It must be obvious that a motorcycle which has required only minor changes and refinements after two years of widely varying service was fundamentally right in the beginning, and we are simply continuing along the lines which have now fully met all our expectations."

The Cleveland is equipped with Berling magneto, Firestone tires and Mesinger saddle and the Brown & Barlow carbureter, manufactured in England especially for two-stroke motorcycles, is employed.

The price of the 1918 Cleveland, complete with kick-starter, which will be uniform equipment hereafter, is $175. This is an increase of $5 over the price of the 1917 model, a negligible advance in view of the quality materials built into the machine in the face of unprecedented pressure in the raw material and labor markets.

HILLMAN'S PORTLAND RIDE

Bosch Advertising Man Enjoys 820-Mile Jaunt on His Harley-Davidson

NEW YORK, N. Y.—Stanley L. Hillman, assistant advertising manager for the Bosch Magneto Co., and Thomas J. Rekow completed an 820-mile trip from West Englewood, N. J., to Portland, Me., on Sept. 2. They are members of the Hackensack Motorcycle Club. The run carried them through six states and was made without any tire or motor trouble. Four of the nights were spent out of doors, the riders carrying a full camp equipment. Mr. Hillman rode a 1916 Harley-Davidson and Mr. Rekow rode a 1914 Harley-Davidson.

Starting for Portland

CORRECT LUBRICATION FOR 1917

ROCHESTER, N. Y.—The 1917 edition of *Correct Motorcycle Lubrication* has been issued by the Vacuum Oil Company. It contains 16 pages dealing with lubrication and engine trouble and a chart showing the grade oil the company recommends for summer and winter use in various machines.

UNIFORMS FOR PREST-O-LITE MEN

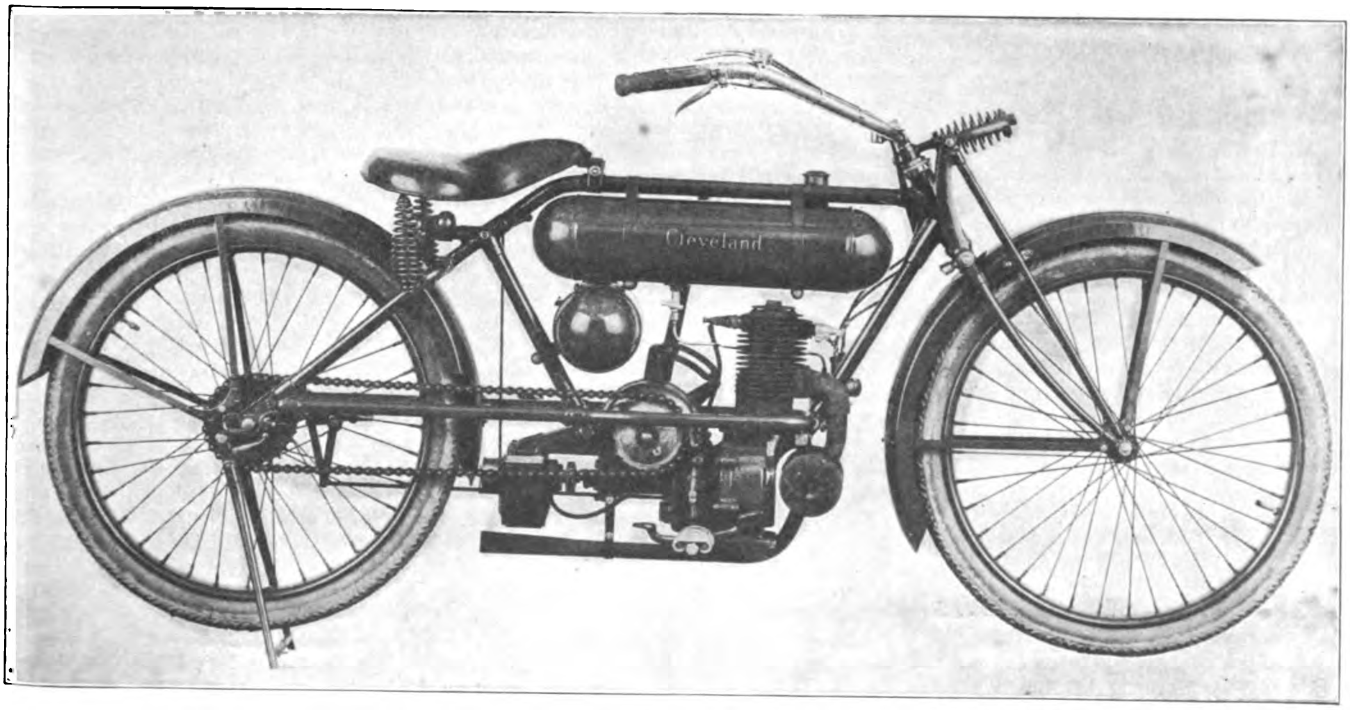
BUFFALO, N. Y.—G. E. Strohm and E. W. Carpenter have taken the places of T. A. Flaherty and G. Abernathy as division managers for the Prest-O-Lite Co., Inc., in Detroit and Buffalo. Messrs. Flaherty and Abernathy are training in the officers' reserve camps at forts Benjamin Harrison and Niagara.

LEBELL HANDLING THE MERKEL

LOS ANGELES.—Manager Lebell, of the Pacific Motor Supply Company, expects to handle a big quantity of Merkel Motor Wheels in southern California, his company having just been appointed distributor of the power attachments in that section.

MINDAK CLUB'S NEW SECRETARY

FARGO, N. Dak.—The Mindak Club, of Fargo, N. Dak., and Moorehead, Minn., has elected C. J. Winger of Fargo, Secretary and Treasurer.



How the New Cleveland Lightweight "Shapes Up" from the Right Side

MOTOR BATTERY NEEDS RECRUITS

New York Motorcycle Unit Will Enlist 160 Riders to Replace Men Who Have Become Officers

QUICK ACTION REQUIRED

NEW YORK, Sept. 10.—Owing to the fact that almost the entire personnel of the First Motor Battery, of this city, has been taken over and commissioned for duty with artillery brigades, and other service along similar lines, the battery finds it necessary to recruit an entirely new body of riders. The motorcycle men, because of their long training, were chosen as officers, and each heavy artillery brigade is to have a complement of 295 motorcycle sidecar combinations. The commissioned officers and non-commissioned officers will use the motorcycle outfits.

Riders who apply for admission to the First Motor Battery should address Lieut. Sutton, at the armory of the Twenty-second Engineers, New York City. If they can pass the physical examination, which is admitted to be exacting, they will find a motorcycle waiting for them and their training will start at once. In view of the fact that between 150 and 160 men are to be enlisted, there is an excellent opportunity for capable riders to identify themselves with a first-class military motorcycle unit.

In addition to the motorcycles, the First Motor Battery has a number of armored cars and some motorcycle machine gun outfits. It is likely that the bodies will be removed from the armored cars so that they can be used as ammunition carriers and general tenders for the motorcycle contingent.

SOLDIER MEMBERS HONORED

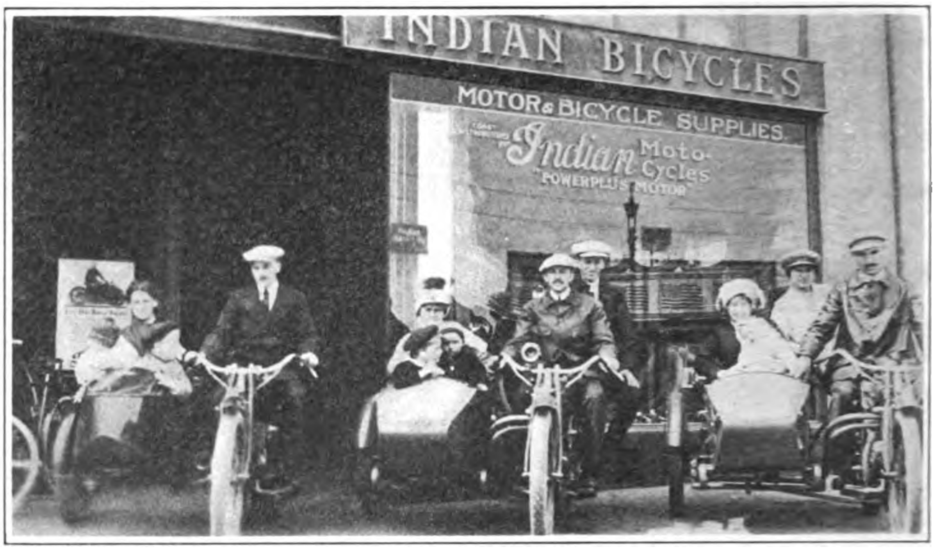
Crotona Club Gives Farewell Dance to Men Who Have Joined the Army

NEW YORK, N. Y., Sept. 8.—The Crotona Motorcycle Club gave a farewell dance at the club house in honor of the members who have joined the colors. There was a large attendance and refreshments were served. The music was by the Crotona Band. The club's roll of honor reads: Charles Crowninshield, captain, engineer's corps; Calvin R. Webber, first lieutenant, Quartermaster Corps; Arthur Chapple, sergeant, 1st Motor Battery; Larrie Ferrie, 71st Regiment; Russell Holdeman, Signal Corps; Jack Heller, John Heir, cavalry ammunition train; George Smith, naval reserve; John Heck, navy; Benjamin Goldstein, Edward Schrader, Charles Dreyer, Fred Wagner, John Cobban, Frank Bateck, W. Hoff, drafted and not assigned.

HARTIG MOTOR COMPANY MOVES

WASHINGTON, D. C.—The Hartig Motor Company is in its new building in K street. Increased business made the move necessary.

FAR OFF JAVA SENDS HER SCOUTS TO 'FRISCO IN SEARCH OF MOTORCYCLES AND SIDECARS



Delegation Pays Cash to Pacific Motor Supply Company for 10 Indian Combinations After Demonstration on Hills Around Golden Gate

INDIAN DEALERS TO SEE NEW MODELS AND CONFER AT DISTRICT CONVENTIONS

SPRINGFIELD, Mass.—Following out its policy of last year, when it held dealer conventions in New York, Chicago, San Francisco, Los Angeles and a number of smaller places, the Hendee Mfg. Co. announces a comprehensive schedule of conferences for its dealers preliminary to the 1918 season. The entire country has been divided into ten large districts which will be covered by the first series of conferences, and later there will be additional meetings in other territories.

Four special representatives will travel from coast to coast to preside over these conventions, and they will be assisted in each of the ten districts by the distributor and his sales force and the Indian travelers for that territory. They will carry a complete line of the 1918 models, both motorcycles and bicycles, and will also have charts and full data bearing upon the forthcoming sales campaign. Two of the four special representatives are technical men who will give talks on the mechanical features of the line, while the other two will explain the proposed advertising and sales campaigns and discuss promotional plans.

A highly interesting feature of the general convention plan will be the exhibition of a motion picture film showing in full detail the progress of the Hendee products through the factory. This film, prepared at great expense by the Hendee Mfg. Co., will be an eye-opener as well as a fine bit of instruction for the dealer who has never found it possible to make a personal inspection of the big plant. The schedule of conferences is as follows:

Chicago District—Illinois, Indiana, Michigan, Wisconsin, Minnesota, North and South Dakota, Iowa, Kentucky, western Ohio and eastern Missouri; October 3-4; at headquarters of Hendee Mfg. Co. of Illinois, 13th and Michigan ave; with co-operation of Jesse Edwards and staff, Indian travelers and the four special factory representatives.

Kansas City District—Kansas, Nebraska, Wyoming, Colorado, northern New Mexico, and western Missouri; October 8-9; at Indian Motorcycle Sales Co., 1421 Grand avenue. A. H. Crocker and staff.

Portland District—Oregon, Washington, Idaho and Montana; October 16-17; store of Ballou & Wright, Broadway and Oak St.

San Francisco District—Northern California, Nevada and Utah; October 23-24; store of Pacific Motor Supply Co., 1440 Market street.

Los Angeles District—Southern California and Arizona; October 29-30; store of Pacific Motor Supply Co., 924 South Main street.

Dallas District—Texas, Oklahoma, Arkansas, Louisiana and Southern New Mexico; November 6-7; store of Harry C. Schuett Co., 1905 Bryan street.

Atlanta District—Georgia, Alabama, Mississippi, Tennessee, Florida, North Carolina, South Carolina; November 14-15; store of Indian Motorcycle Co., 33 Auburn avenue.

Pittsburg District—Eastern Ohio, western Pennsylvania and Virginia; November 21-22; store of Motorcycle Exchange, 5908 Penn avenue.

New York City District—New York, New Jersey, Maryland, Delaware and eastern Pennsylvania; November 26-27; store of Baker, Murray & Imbrie, Inc., 15-17 Warren street.

Springfield District—All of New England; December 3-4; Hendee Mfg. Co., 837 State street; Hendee Mfg. Co., sales staff and traveling representatives.

GOERKE'S GUESTS PLAY FOR PRIZES

Newark Riders Visit Greenwood Lake on Walter's Third Annual Picnic

WATER AND LAND SPORTS

NEWARK, N. J., Sept. 9.—Walter Goerke's third annual picnic held at Sterling Forest, Greenwood Lake, N. Y., brought out 95 motorcyclists, riding all makes of machines today. The riders left from New Jersey M. C. in two squads and before 10:30 there were 68 riders and passengers at the "Lake." This was due largely to the fact that there were two prizes known as "Early Bird" awards that only riders arriving at a certain point before 10 o'clock were eligible for. Arthur Fisk won a pair of driving gloves donated by the City Supply Co., of New York, and George Perry won a 28 by 3 Sterling tube donated by Walter Goerke.

When everybody arrived at the Lake, the water sports were contested, the first stunt being a helter-skelter race, swim 50 yards to the dock, then run the same distance on land to the finish line. William Koonradt, a sergeant on the Newark Police Motorcycle Squad, won this event hands down. His prize was a Gem riding suit donated by the manufacturers. Fred Jarvis took second and a 28 by 3 Fisk tube. William White was third and will read MOTORCYCLE AND BICYCLE ILLUSTRATED for the next year.

The novelty swimming event was next. Walter paddled a canoe out about 50 yards, dumped overboard a lot of wooden blocks numbered to 27; then all hands dove in, swam out to the spot and gathered as many as they could, then back to shore, the man with the most number of points on the blocks winning. Again Koonradt starred, for he brought back five blocks that added up to 79, winning a Handphone donated by Baker, Murray and Imbrie. William White was second with 55, winning a "Weed" backrest donated by the Reeps Mfg. Co.

The canoe tilt was won by the crew of White and Beyerle, who were handed two 28 by 3 United States tubes for their skill.

All this while the lads have been skidding down a greased pole and, when most of the sticky mess had been scraped or rubbed off, William White tetered out to the end, grabbed the card and copped first place and another Fisk tube.

That finished the water stuff, so everyone headed for the clubhouse to eat, drink and talk, after which the land games started with a sack race. This was won by Clarence Eckhardt, who took a Sterling tube; Alex George will get 52 issues of the MOTORCYCLE AND BICYCLE ILLUSTRATED for second, and Ford Goodman annexed a Splitdorf plug with third.

Mrs. Martin Netzler starred in the ladies' event, for not only can she thread a needle fastest, but she can transfer three potatoes from one end of the field to the other using a spoon as a basket or carrier more swiftly than her competitors. Consequently she took two pair of silk stockings home. Then came a tug of war, first the Indian riders tackled the Excelsior quintette, the former winning; then the Harley-Davidsons pulled against the Henderson and won. Then came the final tug betwixt Harley-Davidson and Indian and the team of Weinkop, George, Vandergrift, Raub and Beyerle got a two foot jump at the start and hung on to it, each getting a Splitdorf plug for their strength of arm.

Then everyone boarded a launch for a ride around the lake and it was time to go home.

ROADSIDE REPAIR LEADS TO TIRE SEALING FIND

While Mending Puncture on Canadian Tour Mr. Cattanach Conceived the Cat-Nak Idea

CHICAGO, Ill., Sept. 10.—The Cat-Nak Co., manufacturer of the widely-known tire sealing compound, has incorporated with a capital of $20,000 under the laws of Illinois, and the following staff of officers is in charge: Charles E. McCaulley, president and treasurer; and George W. Cattanach, vice-president and secretary.

Mr. Cattanach is the inventor of the tire filler, which is sold under the trade name of Cat-Nak, and tells an interesting story of the origin of the compound. Mr. Cattanach is an old-time bicycle rider, and while pedaling through the Blue Mountains in Canada, some years ago, on a trip from Shelbourne to Hollingwood, he punctured a tire. Being without any cemented patches, he was forced to make a repair by using the weed known as pussy-cat-nine-tails. The combination of the pussy-cat idea with the last syllable of Mr. Cattanach's name furnished the title for the tire-sealing product when it was placed on the market. The company reports a wonderful increase in the demand for Cat-Nak, and states that in spite of the unexpected heavy orders it is making immediate shipment.

A. J. Pearce, who represented the former company, known as the Cat-Nak Mfg. Co., at the last New York show, is not associated with the present concern.

DRAFTED MEN HONORED

MOUNDSVILLE, W. Va.—The Moundsville Motorcycle Club entertained its members who were drafted at a hotel in a nearby village, making the trip on their machines. Those wearing the honor flags were Harris, Higgins, Regal, Everett, Rupp and Orville Kidd. Others present were J. A. Trimbath, Thurman, Simms, Herman Ogle, Ed. Headley, E. E. Craig, Fred Dewey, "Red" King, Charles Weneke, Lee Clark, Hanson Chadwick, A. L. Stultz, Fenwick Rupp, Thomas Virgin, Joe Virgin, Charles Dickman, Lem Marple and R. J. Smith.

TWELVE TOOTS FOR $12,000,000

Goodyear Whistle Tells of Record Business in August; Short Toot for Extra $500,000

RESULT OF A BIG DRIVE

AKRON, O., Sept. 10.—Last Wednesday afternoon, this city, the rubber capital of the country, and home of the Goodyear Tire & Rubber Co., was startled by a rapid succession of stentorian blasts that suddenly burst from its midst.

Those who were not too surprised to count, observed that there were thirteen shrill shrieks, twelve long and one short. The Goodyear factory whistle had filled its lungs with steam and boomed forth thirteen reverberating blasts. To outsiders they constituted only so much noise, but to Goodyear ears every resounding toot was the sweetest of music.

It was simply the Goodyear way of announcing to the world that the August sales of the company had reached the enormous sum of $12,500,000—a million dollars a toot, with a short one for the extra half million. This marks the height of the company's achievement and is the largest month's business ever accomplished by any single rubber company in the United States. And it was no accident. Coolly and deliberately the company set the August goal at 12½ millions and called upon the sales organization to inaugurate a big drive on all fronts—and with characteristic push and energy the men responded, overshooting the quota by $77,000.

Immediately upon ascertaining the final figures for the month, the company's sales manager, G. M. Stadelman, wired congratulations to the ten district managers, to be relayed by them to the men on the firing line. Goodyear business for the first ten months of the fiscal year now stands at $89,000,000, which insures a 1917 business of well over $100,000,000 and puts Akron in a list of ten or a dozen cities that can point to $100,000,00 concerns in their midst.

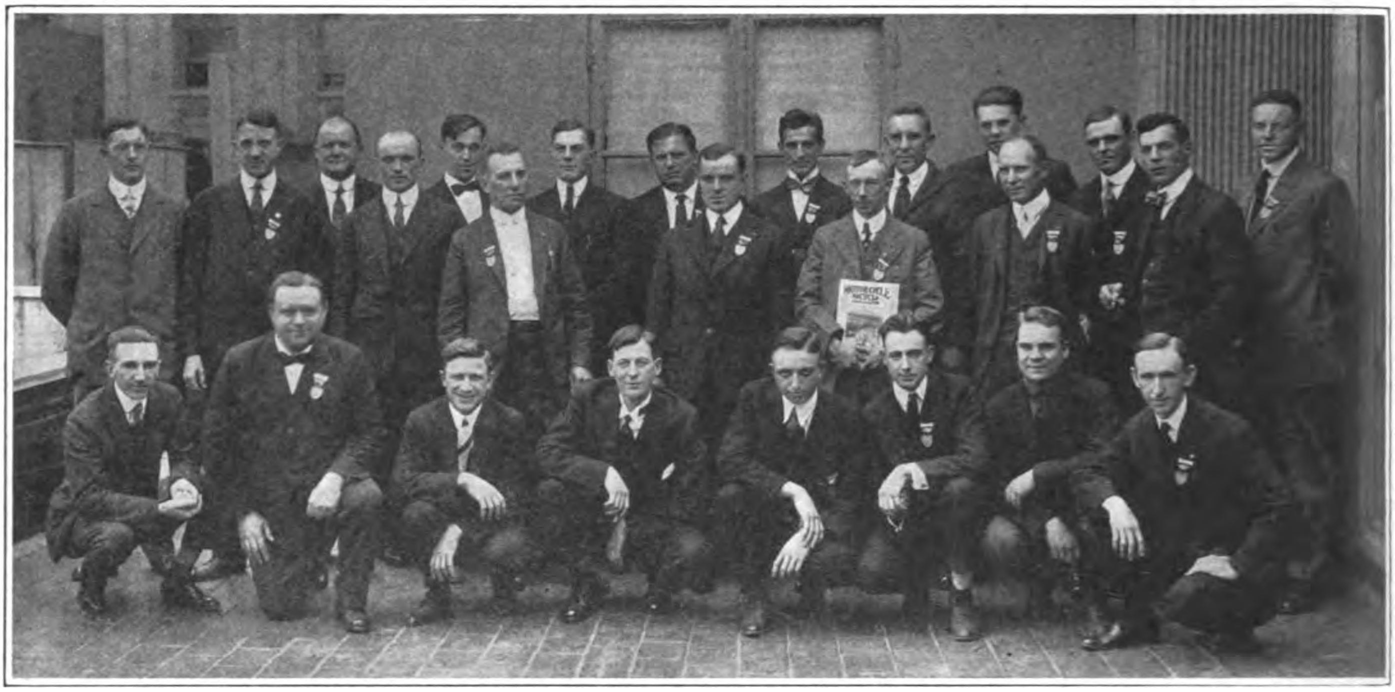
VERRILL TAKES TWO RACES

Walks Away from Field in Speed-Program at New London County Fair

NORWICH, Conn. — Two five-mile motorcycle races took place at the recent New London County Fair. Each was for 30.50 cu. in. machines. Five starters were in each race, but K. W. Verrill, riding his Indian, had a walkaway. The rest of the field kept well bunched.

In the first event, Verrill won in 6:15, and the others in the following order: J. Pallazzo, Harley-Davidson; P. A. Crocker, Indian; H. F. Burdick, Indian; N. R. Steves, Indian. In the second Verrill rode in 6:21, with Steves second and Crocker third. Burdick and Pallazzo failed to finish.

HARLEY-DAVIDSON DEALERS WHO HELPED TO MAKE NEW YORK SALES CONFERENCE A SUCCESS



Back Row—G. E. Wood, Harley-Davidson Sales Co., New York; Ira Malcolm, Albany Motorcycle Co., Albany, N. Y.; Walter N. Koch, Koch-Ruhle Co., Jamaica, L. I.; Anthony Cresci, Vineland, N. J.; J. W. Terhune, Hackensack, N. J.; E. C. McDonald, Harley-Davidson Sales Co., New York; J. Eckhardt, for S. C. Hamilton, Pittsburgh, Pa.; George T. Dence, Gloversville, N. Y.; William R. Spear, Paterson, N. J.

Middle Row—T. A. Miller, factory representative; Carl W. Bush, Newark, N. J.; W. J. Ruhle, Jamaica, L. I.; John D. Menhart, Allentown Motorcycle Co., Allentown, Pa.; M. D. Lantz, Jersey City, N. J.; Bob Brazenor, Brooklyn, N. Y., and "Motorcycle and Bicycle Illustrated"; Alex Klein, Philadelphia, Pa.; Leon P. Kays, Stanhope, N. J.

Front Row—Fred W. Stierhoff, Harley-Davidson salesman; James McCullum, Rahway, N. J.; George L. Simon, Plainfield, N. J.; Fred E. Field, Catskill, N. Y.; Harry Hoag, for Geo. T. Dence, Gloversville, N. Y.; August Terhune, Englewood, N. J.; Rich Bacon, for S. C. Hamilton, Pittsburgh, Pa.; C. Boyer, Boyer Motorcycle Co., Easton, Pa.

NEW MODEL MOTORCYCLES SHOWN AT CONFERENCE

Dealers in Metropolitan District Hear Harley-Davidson Men Tell Plans for Year's Campaign

NEW YORK, N. Y.—Harley-Davidson dealers in the metropolitan district gathered in force at the Prince George Hotel on September 6 and 7 to attend the local conference with representatives from the Harley-Davidson Motor Company. Fred W. Stierhoff and T. A. Miller appeared for the factory, and in addition Donald G. Perkins, of the Motorcycle and Allied Trades Association, and Mr. Studebaker, branch manager of the Firestone Tire Company, delivered short addresses. On the second day of the conference, some of the dealers posed for a photograph for MOTORCYCLE AND BICYCLE ILLUSTRATED.

Mr. Miller said the conferences are being held all over the country, so that, besides giving the dealers a chance to exchange ideas on sales promotion and service, it would enable the factory to pass these ideas on to dealers in other sections. He said the new direct literature campaign proves the co-operation the factory is giving the dealers. He also explained the co-operative advertising.

The literature consists of five artistically colored and designed folders which are sent from the factory to the dealer's own list of prospects. Each folder bears only the dealer's name and address. The folders are designed to make the city man long for the open spaces of the country and to show the country man how near the city may be brought to him if he has a motorcycle.

Mr. Stierhoff said the changes in the new models had been brought about by the criticisms and suggestions made to the factory by the dealers. He directed special attention to the two new bicycle models, one an Archer heavy frame service and the other a lightweight gentleman's roadster. The latter mount promises to be the dealer's leader, he said.

Mr. Perkins discussed the advisability of issuing a universal service book. This book will contain a number of coupons, each calling for an hour's work. Each purchaser of a motorcycle will receive one of these books. Then, in case his machine needs attention, he can take it to any dealer and have the repair made, paying for the work with the coupons. By following this plan the purchaser would not have to pay out any money until his coupons were used up.

He also discussed the practicability of establishing a central depot for second-hand machines. He said this depot should be used as a clearing house. When a dealer is confronted with the proposition of taking a second-hand machine as part payment of a new machine, he could refer the applicant to the clearing house, which would give him the market price on his old machine. By adopting this plan the dealers will not be annoyed with second-hand machines on their floor.

Those attending the conference who are not included in the photograph were: George T. Dence and Harvey Hoag, Gloversville; C. A. Scidmore, Mechanicsville; W. J. Ruhl and Walter Koch, Jamaica; J. N. Terhune, Hackensack, N. J.; August Terhune, Englewood, N. J.; Ralph Mann, Kingston; G. E. Wood, New York City; A. Cresci, Vineland, N. J.; Alexander Klein, Philadelphia, Pa.; Leon P. Kays, Stanhope, N. J.; R. L. Bacon, Pittsburgh, Pa.; George L. Simon, Plainfield, N. J.; E. C. McDonald, New York City; R. S. Woods, Trenton, N. J.; James McCollum, Rahway, N. J.; Bob Brazenor, Brooklyn; Carl W. Bush, Newark, N. J.; William R. Spear, Paterson, N. J.; Ira Malcom and J. A. Hall, Albany; William I. Haas, Shamokin, Pa.; Joseph Sherman, Atlantic City, N. J.; Myron Affron, Newburgh; Chester M. Haywood, Hudson; Morton D. Lantz, Jersey City, N. J.; J. M. Kaiser, Bayonne, N. J.; W. A. Gindele, Poughkeepsie; William F. Specht, Birmingham, Ala.; C. Boyer, Easton, Pa.; J. W. Daerolf, Pottstown, Pa.; J. D. Newhart, Allentown, Pa.; Fred Field, Catskill, and Otto B. Kadel and Charles F. Kadel, Port Jervis.

NEBRASKA FARMERS WILL PURCHASE MOTORCYCLES

Dealers at the Harley-Davidson Omaha Conference Say Bumper Crop Will Cause Increased Sales

OMAHA, Neb., Sept. 7.—An enthusiastic bunch of dealers attending the Harley-Davidson Motor Company's conference for this district in the Hotel Castle, this week, declared that Nebraska is raising a bumper crop and that prospects are going to have their pockets lined with ready cash. They determined to get their share of the prosperity coming from the harvest and at once began developing their plans to get in on the expected dividends.

Factory Representative W. E. Kleimenhagen and Henry Manthey, traveling man for the territory, outlined the season's sales and advertising policies. The new side car and the 1918 bicycle line made a big hit. The dealers say there is a steadily growing demand in Nebraska for motorcycles and that the bicycle sales are away beyond their best expectations.

Those attending the conference included N. Lawlor of the Lawlor Cycle Co., Lincoln, Neb.; Mr. and Mrs. E. Frederick, Columbus, Neb.; William Goettsche and W. Shauman, Grand Island, Neb.; C. E. Wilcox, Sioux City, Ia.; W. H. Wagner, Johnson, Neb.; Mr. and Mrs. J. C. Launer and children, W. E. Klare and George Klare of the Fremont Cycle Co., Fremont, Neb., and Victor H. Roos, Omaha, Neb.

INDIANA AND MICHIGAN DEALERS ARE ENTHUSED

F. J. Stark and W. D. Isham Explain Policies of Harley-Davidson Company at Well-Attended Meeting

SOUTH BEND, Ind.—Harley-Davidson dealers in the Indian and Michigan territories covered by F. J. Stark, factory representative, completed what they hope will be an annual sales conference last week. The meeting lasted two days and was well attended. Mr. Stark showed the 1918 models of Harley-Davidson motorcycles and bicycles and covered the improvements and changes that have been made in a comprehensive address. W. D. Isham, credit manager from the factory, explained in detail the sales, advertising and service policies which the Harley-Davidson Motor Company will follow during the coming season.

The dealers showed they were well pleased with the conference, and enthused over the new unit sales and advertising policies. They said these undoubtedly would increase the 1918 business. They asked the company to make the conference an annual one hereafter. They also decided to send word to all Harley-Davidson dealers who had failed to attend that they had missed an opportunity to get acquainted with their factory and to obtain valuable information.

Those attending from the Indiana territory included: Earl Rufe, Portland; A. J. Henry, Connorsville; Earl Cronk, Anderson; Mr. and Mrs. B. J. Rathbun, Orland; Hy. Bleck, Michigan City; H. L. Daler, Fort Wayne; Glenn A. Scott and Fred E. Scott, Marion; Ralph M. Webster and Howard M. Hagedorn, South Bend; the Kunz Brothers, Bremen; William H. McKinney, Linton; F. E. Brooks, Vincennes; B. H. Bond, Huntington; B. F. Warfel, Connorsville; M. E. Paul, Indianapolis. From the Michigan territory: F. J. Rafter and Guy Cabbetzor, Decatur; F. J. Doolittle, Jerome; Mr. and Mrs. W. E. Wandersee, Detroit; Oscar C. Lenz, Lansing; D. D. Raymond and E. H. Raymond, Grant, and C. C. Cline, Grand Rapids.

MID-WEST DEALERS EXPECT RECORD-BREAKING YEAR

Harley-Davidson Conference at Kansas City Develops Optimistic Outlook for 1918 in Three States

KANSAS CITY, Mo., Sept. 7.—Dealers from Kansas, Missouri and part of Oklahoma who handle the Harley-Davidson gathered at Sexton's Hotel here this week to take part in the conference which the Harley-Davidson Motor Company is holding in various parts of the country in lieu of a Chicago show. The men enjoyed the visit to the Gateway of the West. All the dealers agreed that the coming year shows signs of being a record breaker in business.

Three rooms were needed at the hotel for the conference. One held the 1918 line of motorcycles and sidecars; the second held the 1918 bicycles and accessories and the third was used as a meeting place. W. E. Kleimenhagen from the factory was in charge and kept the dealers interested with talks on business prospects and outlines of the company's selling and advertising policies. W. E. Kalman, the new traveling representative in this territory, was busy getting acquainted with the dealers and F. H. Simon, former traveling representative and now one of the proprietors of the Western Motorcycle Co. of Kansas City, was on the job signing up dealers for 1918.

The following dealers attended and each left with a new contract in his pocket: R. A. Tuttle, Nash, Okla.; M. D. Mealey, Lyons, Kan.; R. D. Livingston, Great Bend, Kan.; Frank Stephens, of Shawnee Cycle Co., Topeka, Kan.; A. H. Barrett and Geo. C. Kost, of Arnold Motor & Supply Co., Joplin, Mo.; Geo. H. Schmitt, of Olive Cycle & Motor Co., St. Louis, Mo.; A. J. Hawn, Farmington, Mo.; Ed. Drouhard and Aug. Drouhard, of Drouhard Motor Co., Danville, Kan.; C. C. Smith, of Smith Motor & Repair Co., Manhattan, Kan.; Scott L. King and Harry A. England, St. Joseph, Mo.; S. M. Johnson and Paul Guarst, of Harley-Davidson Cycle Co., Hutchinson, Kan.; E. J. Rhodes, of Rhodes Cycle Co., Springfield, Mo.; Mr. and Mrs. E. F. Case, Coffeyville, Kan.; Frank Biringer, Leavenworth, Kan.; Beatty Hardware Co., Pleasanton, Kan.; C. H. Alstrom, of Alstrom & Alstrom, Dresden, Kan.; J. H. Heston, of Heston Motor Co., Peck, Kan.; Mr. and Mrs. Walt Cunningham, Wichita, Kan.; Ed. Peterson, Argonia, Kan.; J. Wenger, Selden, Kan.

The "ride to the show" slogan was adopted by several of the dealers, those making the longest rides being A. J. Hawn, of Farmington, Mo., about 300 miles; M. D. Mealey, Lyons, Kan., about 250 miles, and C. H. Alstrom and J. Wenger, of Dresden, Kan., nearly 400 miles.

ENTHUSIASM SHOWN AT BALTIMORE CONFERENCE

Dealers Are Optimistic About Amount of Harley-Davidson Business They Will Do During Coming Year

BALTIMORE, Md.—The Hotel Caswell housed an enthusiastic group of Harley-Davidson dealers on August 30 and 31 when the district conference with Fred W. Stierhoff and Frank B. Rodger, representing the Harley-Davidson Motor Company, was held. They listened to the explanation of the company's sales and advertising plans for the coming year as given by Mr. Rodger and inspected the new models show by Mr. Stierhoff with deep interest. They all are optimistic about the business they will do this season.

Those present were: Bauman and Hines, Richmond, Va.; L. G. Bittinger, Grantsville, Md.; William Buel, Reading, Pa.; Joe Cadori, Gettysburg, Pa.; W. E. Coleman, Pottsville, Pa.; A. Cresci, Vineland, N. J.; C. B. Schnepfe, Wilmington, Del.; Heagy Brothers, Harrisburg, Pa.; William Heckenhorn, Camden, N. J.; Bert E. Heinz, Gus W. Heinz and Chester Harding, Baltimore, Md.; H. B. Herr, Lancaster, Pa.; J. E. Huddle, Ivanhoe, Va.; John H. Hull, Mount Hope, Pa.; N. E. Lambert, Hagerstown, Md.; Milton Menefee, Roanoke, Va.; James G. Otto, Clifton Forge, Va.; W. C. Pegg, Riverside, Pa.; J. R. Seifert, Cumberland, Md.; H. F. Shipley and W. J. Delphey, Frederick, Md.; T. C. Taylor, Staunton, Va.; H. O. Young, York, Pa.; August Zimmerman, Washington, D. C.

SMITH WHEELS IN VARIED SERVICE

SMITH'S FALLS, Ont.—The name of this railway town of eastern Ontario has nothing to do with Smith Motor Wheels, yet there are ten of the Smith attachments in use here. They are used by railwaymen for both work and play and they are alternately attached to bicycles and railway velocipedes. With the latter, the railway employes frequently make trips over the rails to Ottawa and return of an evening for the fun of it. This makes a round trip of about 80 miles.

WILCOX KILLED AT ATLANTA

ATLANTA, Ga., Sept. 4.—Ed Wilcox, racer and demonstrator for the Indian Motorcycle Co., was instantly killed while riding in a five-mile race yesterday on the Lakewood track.

DEALERS' CONFERENCE SOLVES LOCAL PROBLEMS

Harley-Davidson Men in Oklahoma Territory Well Pleased with Result of Two-Day Meeting

OKLAHOMA CITY, Okla., Sept. 7.—Harley-Davidson dealers in this territory concluded a two-day district conference yesterday, the business meetings being held in the banquet hall of the Lee Huckins hotel, and the session concluding with a theatre party. The conference was well attended, many of the dealers riding to this city, either solo or in sidecars.

Austin W. Burges and Joseph G. Kilbert, represented the sales and service department of the factory. They described the sales campaign now being conducted by the Harley-Davidson Motor Company, and went into the various phases of dealer and factory activity for the coming year.

The dealers were enthusiastic in their praise of the results of the conference, saying it afforded them a more intimate relation with the factory than they had been able to get heretofore. They also said the local dealers' conference enabled them to consider problems peculiar to their own section.

Those at the conference included: Enterprise Motor and Cycle Co., C. E. Taylor, Oklahoma City; Fred L. Beer, Weatherford, Okla.; O. M. Brewster, Bartlesville, Okla.; Cade Long and E. R. Giddings, Long Giddings Co., Tulsa, Okla.; Walter Marshall, Harley-Davidson Sales Co., Dallas, Tex.; D. R. Strong, Brownie Motorcycle Co., Enid, Okla.; E. R. Allen, Cherokee, Okla.; H. L. Miller, Hobart Motor and Cycle Co., Hobart, Okla.; F. O. Elmore and W. R. Riddle, Pawnee, Okla.; A. F. Gilbert, Hinton, Okla.; E. M. Allen, Niles, Okla., and H. F. Kleewer, Fairview, Okla.

ANDRE MAKES RECORD

Charleston Rider Sets New Track Figure at Bluefield Fair.

BLUEFIELD, W. Va., Sept. 7.—The most exciting events of the Bluefield-Graham Fair here were the motorcycle races each day over a distance of five miles for a $100 purse. Spike Copeley, of Charleston, riding an Indian machine, won the first day's race, gaining a lap on B. Older, of Charleston, and J. N. Sims, of Appalachia, Va., who finished fourth and fifth respectively. M. S. Stevenson finished second, and Zeke Shumway third. It was a close finish for Stevenson and Shumway, who crossed the goal only a few feet apart, but about half a lap behind Copeley. The time was seven minutes and 12 seconds.

On the third day of the fair B. Andre, of Charleston, a new entry, riding an 8-valved racer styled "The Virginia Creeper," rode a mile in 1:14, establishing a track record. Spike Copeley, of Charleston, finished second; Zeke Shumway, third, and B. Older, of Charleston, fourth. The time was 6:51.

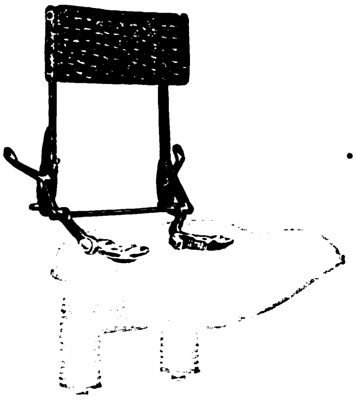
Andre again easily copped on the fourth day of the fair, making an average of a mile in one minute and twenty-one seconds in the five-mile race. He was never pushed. Spike Copeley, of Charleston, was second; Zeke Shumway, of Dallas, Texas, third, and B. Older, of Charleston, fourth.

O'HARE JOINS CLEVELAND MOTORCYCLE MFG. CO. AS GENERAL SALES MANAGER

Well Known to Trade Through Progressive Work as General Manager of Thor Sales, He Accepts Similar Position with Manufacturers of the Popular Lightweight

WEED FOLDING BACKREST WILL FIT ANY MACHINE

NEW YORK, N. Y.—The Reeps Manufacturing Company, of 50 Church street, has brought out its new model M "Weed" folding backrest for the Mesinger saddle which is used on the 1918 Harley-Davidson machines. This model M also will fit the Mesinger air cushion saddle used on the Excelsior or any other machine.



The Improved Weed Backrest as Adapted to the New Model Motorcycles

SALESMEN PREPARE FOR BIG 1918 DRIVE

Baker, Murray & Imbrie, Inc., Entertain at Hardware Club, Where Rousing Sales Speeches Follow Dinner

NEW YORK, Sept. 11.—Officers and staff men of Baker, Murray & Imbrie, Inc., metropolitan distributors for Indian products and prominent handlers of general sporting goods lines, gathered at the Hardware Club last night for the first of a series of sales conferences. An enjoyable dinner was followed by addresses in which the officers of the company discussed outstanding features of the broad-gauge campaign that is being outlined for the 1918 season.

Henry T. Fowler, vice-president and sales manager, set the pace with an interesting and constructive talk on sales policies, with particular reference to the Infallible tire line for 1918. He pointed out that the company is now putting the finishing touches on arrangements for the most comprehensive sales drive it has ever made, and that opportunity will be offered for the company's salesmen and every one of its dealers to participate actively in the boosting work. Mr. Fowler also advised those present that the company is bringing up its big guns for a most vigorous and constructive advertising campaign.

Treasurer James T. Murray and Advertising Manager Lee Harriman addressed the gathering in addition to Mr. Fowler. The other staff men in attendance were as follows: J. F. Pope, Albert Brett, A. Simberg, William Dowse, H. K. Lister, C. A. Carey, Alfred Greis, Frank Disch, S. B. Greene, H. J. Sanborn, J. A. Wade, Eugene Raber, Fred DeWitt, I. Weinberger, Harold Keller, C. I. Richards, J. H. Greenway and Arthur Brown.

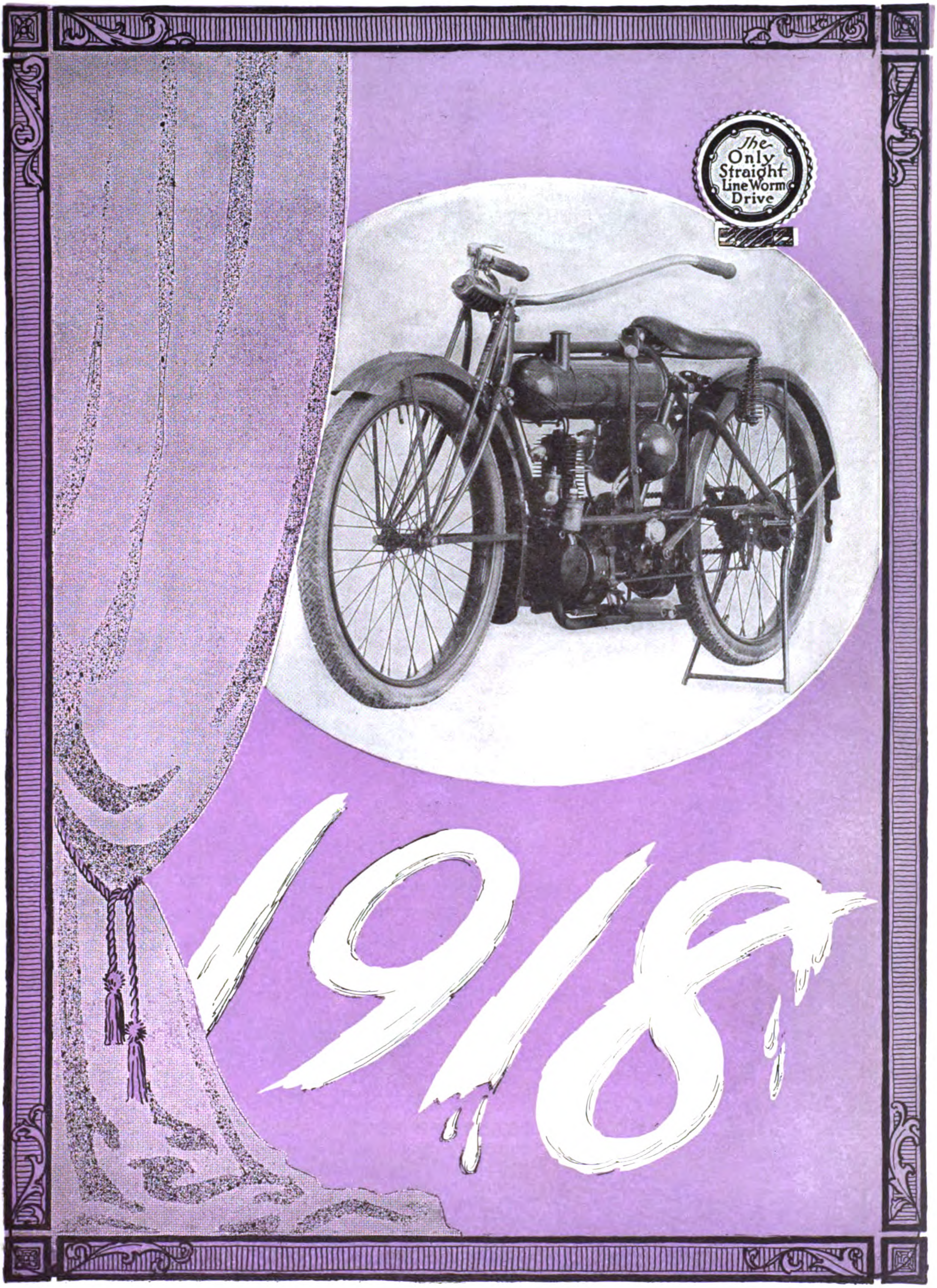
FRISCO BOYS SAFE IN FRANCE

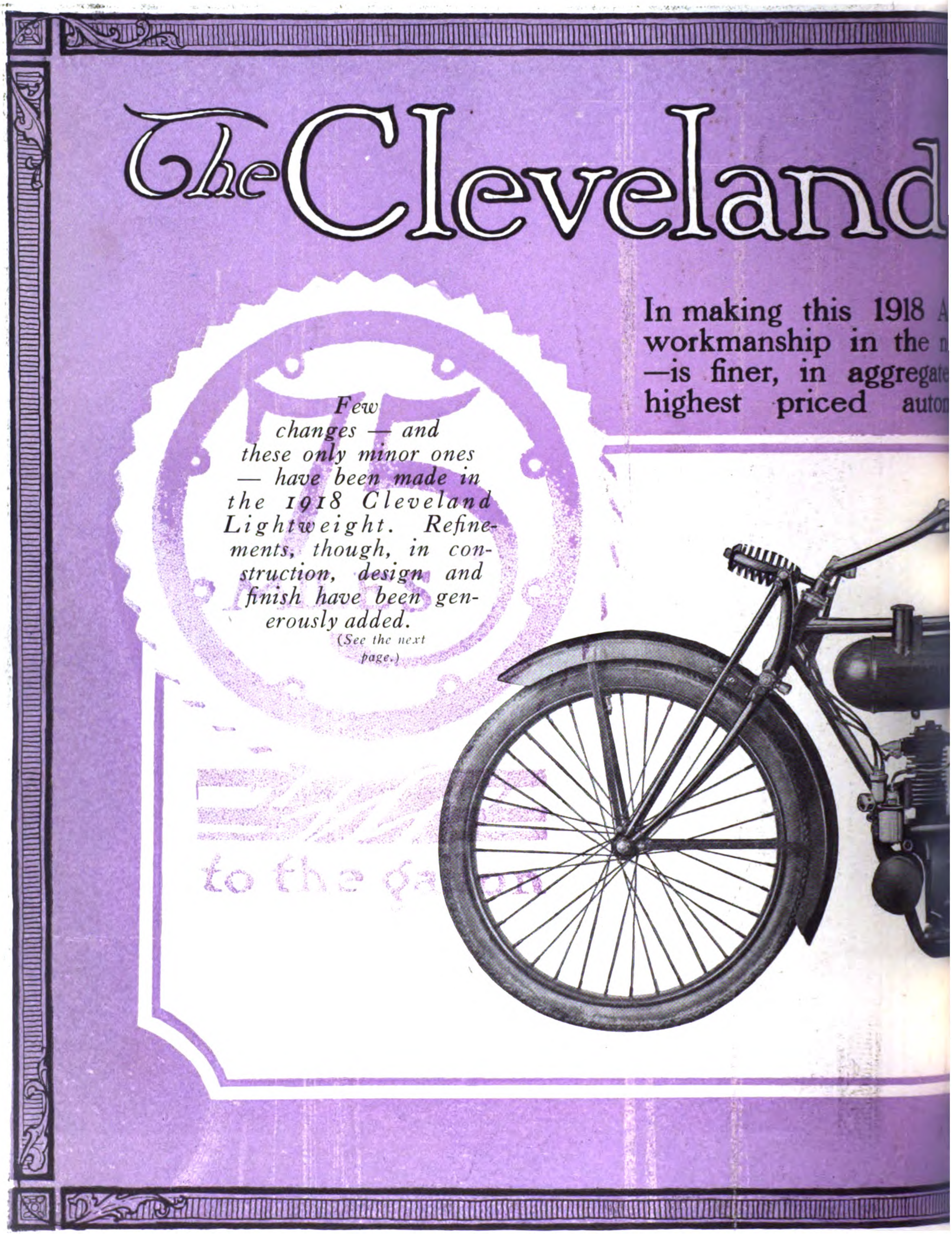
SAN FRANCISCO, Cal., Sept. 4.—A cable received here a few days ago, announced the safe arrival in France of J. Hoerr, V. J. Brannon and A. C. Johnson, formerly with the Firestone Tire & Rubber Company. Just before these boys left for the front the Firestone company gave a banquet in their honor at one of the local cafes. H. G. McEachen, of the advertising department of the Firestone Tire & Rubber Company, was toastmaster.

E. J. Angwin, formerly with the Motor Sales Company in Market street, now a member of the Engineers' Corps, has arrived in France.

CHINESE ARE BICYCLING

Within a year after the authorities of Foochow, China, had finished an eight-mile stretch of well-constructed macadam road in that city, 90 bicycles were in daily use. In addition to these, 838 rickshas and 48 carriages were in commission. Previous to the building of this modern road, not a wheeled vehicle was in the district, the absence of highways excluding them.


The Only Straight Line Worm Drive
1918



The Cleveland

In making this 1918 A
workmanship in the n
—is finer, in aggregat
highest priced auton

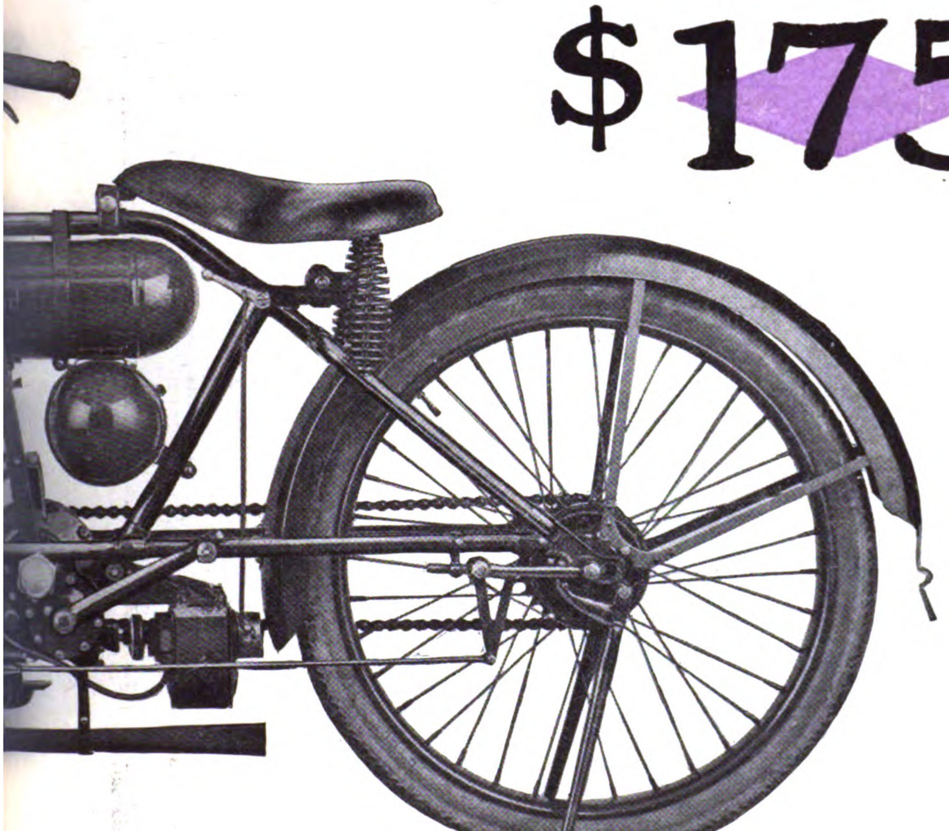
Few changes — and these only minor ones — have been made in the 1918 Cleveland Lightweight. Refinements, though, in construction, design and finish have been generously added.

(See the next page.)

Lightweight

uncement we emphasize that the material and
Cleveland—despite material and labor conditions
ality, than ever before. The same as used in
les. The Cleveland's price is but $175!

$175



1918 Model
Cleveland Lightweight
IMPROVEMENTS

¶ The Cleveland meets with such surprising ready sale because it is built to please and satisfy the public. Consequently, since such is the current demand, 1918 models will be finished in a sales-making color—a striking Olive Drab.

¶ The muffler has been raised to allow for greater road clearance and neatness. Furthermore, it is stronger, now being made of pressed steel.

¶ Seamless tubing has been adopted for all vital points, despite the enormous advance in price.

¶ Motor refinements are not fundamental. The Cleveland motor was practically perfect from the first. Nevertheless, some changes have been made.

¶ The clutch thrust-bearing is longer, and the size of the balls has been increased to ¼ inch.

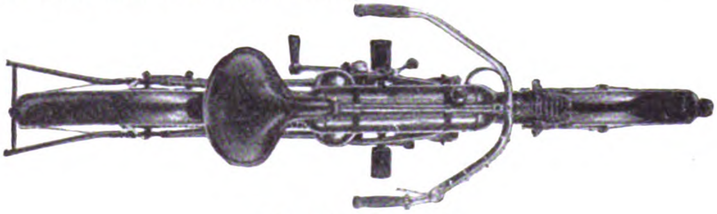
¶ The design of the gland between the crank case and the worm gear housing has been changed somewhat to increase its durability and to absolutely prevent leakage of oil.

¶ 1918 transmission gears will stand the severest abuse of inexperienced riders. High-quality alloy steel is used.

¶ Changes will be noted in the design of the kick starter, sector and pinion. More rigid construction and special Trojan steel have been introduced at these points.

DEALERS AND RIDERS

We want to send you complete specifications of the Cleveland Lightweight. Every Cleveland owner is delighted with its simple, reliable construction; its cleanliness; its road worthiness; its silent operation; its beauty, and lastly, with its remarkable economy.



DO NOT MISS

the profits which an exclusive agency for the Cleveland Lightweight will bring to you. Every Cleveland Agent, who has hustled, has been rewarded with good immediate returns and the ownership of future profits of a growing and lasting patronage.

Take a minute now to ask for 1918 Cleveland proposition. Investigation costs nothing. You have everything to gain and nothing to lose. Write for details.

The Cleveland Motorcycle Mfg. Co.
CLEVELAND, OHIO.

CLYMER PROVES LARIMER STAR

Greeley Dealer Wins Five, Johnson Two and Hepburn One in Keen Colorado Competition

FOUR DAYS OF RACING

LOVELAND, Col., Sept. 1.—Floyd Clymer, the Excelsior dealer and rider of Greeley, Col., was the star of the four-day motorcycle racemeet in connection with the Larimer County Fair, taking five first places, one second, and one third. He topped off the program by lapping an automobile twice in a match race.

Clarence Johnson, of Wichita, Kans., on an Indian, captured two firsts, three seconds and two thirds. Ralph Hepburn, of Los Angeles, was third in the winner line, with one first, three seconds and two thirds. He was tied with Frank Kunce for second place in the mile time trial. Hepburn rode a four-valve Indian. Orrie Dunham, of Loveland, mounting a Harley-Davidson, took one second and three fourth places, while "Spec" Warner, the Ellsworth, Kans., veteran, astride a four-valve Indian, landed one third and finished fourth in five events.

While the competition was keen enough from beginning to end, the classiest feature of the card was the five-mile race on the fourth day. This furnished a stiff fight from start to finish, with Clymer, Hepburn and Johnson struggling for first place. This trio was well bunched until the last mile, when Clymer and Hepburn drew away from Johnson. Hepburn showed the way in the next to the last lap, but in the terrific dash at the finish the Greeley speedster won out by inches.

Although three riders, Kunce, Krieger and Higler, took a spill apiece they were not injured, and their machines remained in condition.

Much favorable comment was aroused by the sportsmanship displayed and by the generally satisfactory manner in which the events were run off. J. F. Kunce, of the firm of Kunce & Son, Harley-Davidson dealers in Loveland, managed the program and also acted as starter. The summaries:

First day, five-mile race—Clymer, Excelsior, first; Johnson, Indian, second; Higley, Indian, third; Dunham, Harley-Davidson, fourth. Time, 5:52.

Ten-mile race—Clymer, Excelsior, first; Dunham, Harley-Davidson, second; Hepburn, Indian, third; Warner, Indian, fourth. Time, 11:54.

Second day, five-mile race—Johnson, Indian, first; Hepburn, Indian, second; Warner, Indian, third; Dunham, Harley-Davidson, fourth. Time, 6:00.

Ten-mile race—Johnson, Indian, first; Hepburn, Indian, second; Clymer, Excelsior, third; Dunham, Harley-Davidson, fourth. Time, 11:57½.

Third day, ten-mile race—Hepburn, Indian, first; Johnson, Indian, second; Krieger, Harley-Davidson, third; Warner, Indian, fourth. Time, 11:50.

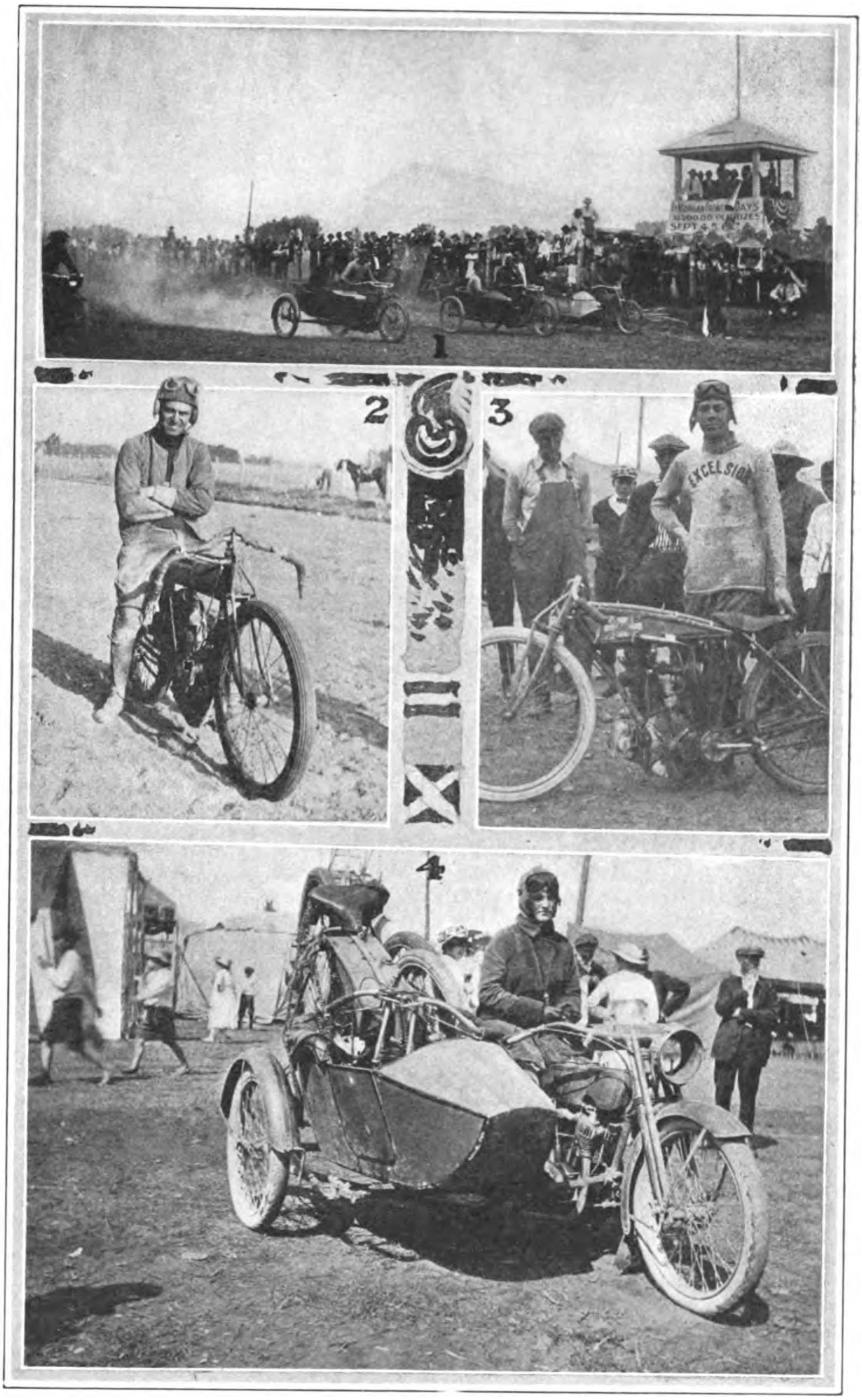
Five-mile sidecar race—Vanderhoof, Harley-Davidson, first; Clymer, Excelsior, second; Lytle, Henderson, third; Warner, Harley-Davidson, fourth. Time, 7:17.

Fourth day, five-mile race—Clymer, Excelsior, first; Hepburn, Indian, second; Johnson, Indian, third; Krieger, Harley-Davidson, fourth. Time, 5:55¼.

One-mile time trial, flying start—Clymer, Excelsior, 1:10⅕; Hepburn, Indian, 1:11⅕; Kunce, Indian, 1:11⅕; Johnson, Indian, 1:11¾; Warner, Indian, 1:13; Krieger, 1:14.

Ten-mile race—Clymer, Excelsior, first; Johnson, Indian, second; Hepburn, Indian, third; Warner, Indian, fourth. Time, 11:56.

FINE SPORTSMANSHIP DISPLAYED BY RIDERS AND MANAGERS AT MEET IN LOVELAND, COLO.



1. Start of Five-Mile Sidecar Race. 2. Clarence Johnson, Winner of Second Place. 3. Floyd Clymer, Star of the Meet. 4. Mrs. Clymer Driving Her Husband's Machine to the Track; She Brought Floyd's Speed Bus Out to the Track Each Day.

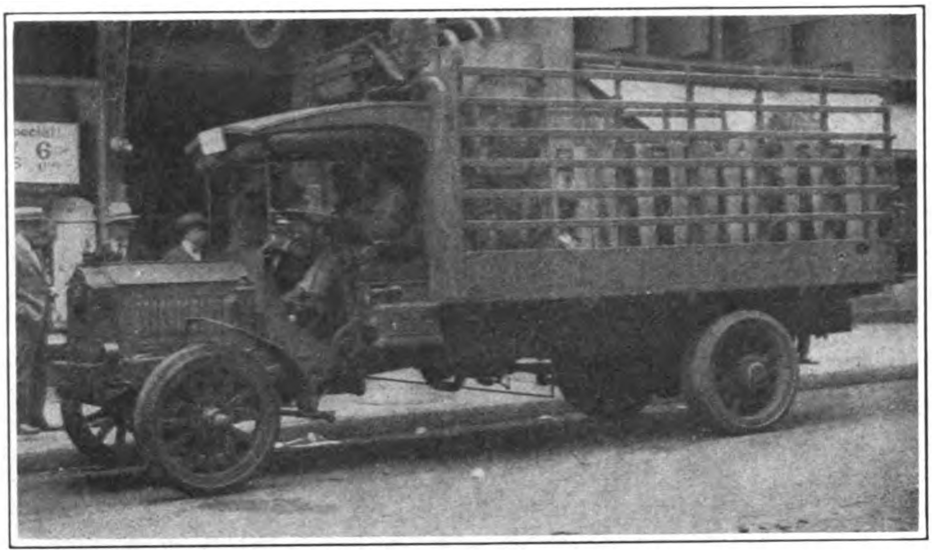
WERTMAN'S NEW POSITION

HARTFORD, Conn.—C. E. Wertman has been made assistant sales manager of the Whitney Mfg. Co., Hartford, Conn. He was formerly in charge of the cost and efficiency work of the company.

HAVILAND GOES TO DALLAS

PITTSBURGH, Pa.—H. A. Haviland, manager of the Pittsburgh branch of the Splitdorf Electrical Company, Newark, N. J., has been transferred to Dallas, Texas. He succeeds H. J. Zehner, who has resigned. G. H. Lincoln, formerly assistant manager of the Philadelphia branch, has been made manager at Pittsburgh.

INDIAN MOTORCYCLES IN ARMY TRUCK READY TO LEAVE NEW YORK FOR DUTY IN WAR ZONE



Baker, Murray & Imbrie, Metropolitan Indian Distributors, Are Kept Busy Making Shipments Like This One Every Few Days

DERAADT MAKES NEW RECORD IN JAVA RUN

Riding a Reading Standard He Lowers Mark Set by Automobile; Roads Are a Series of Holes and Ditches

BATAVIA, Java.—Riding a 1917 Reading Standard over roads that for the most part were hardly more than a series of ditches and holes through wilderness and fields, Gerritt DeRaadt made the run from here to Soerabaia in 20 hours and 45 minutes, lowering the record by three hours and 38 minutes, which was established by P. Heidsieck and H. Bakker when they drove a high-powered car over the same course. It takes the Java Express 17 hours and 48 minutes to make the run, even under the most favorable circumstances.

DeRaadt left here at 6 o'clock in the morning and checked in at Soekaboemi at 8:15; at Bandoeng at 9:45; at Cherribon at 1:05 in the afternoon; at Pekolongan at 4 o'clock; at Semarang at 6 o'clock and at his destination at 2:45 the following morning. He covered the 540 miles over exceptionally rough going at an average of 26 miles an hour.

After covering the first hundred miles, DeRaadt detached his exhaust pipe so his motor would cool more rapidly and in doing this he burned his hands severely. He also tried to eat while riding, but the apology for a road was so poor he had to keep both hands tending to the work of the machine. He was hungry when he reached Soerabaia.

Although it had been planned to have the mayor check him in after his ride, only the night watchman was on duty at the municipal building when he arrived. This official acted in place of the mayor and then the Java Motorcycle Club formed an escort of honor for him and took him through the city. The club also presented to him a handsome souvenir of Soerabaia.

MERCER THE STAR

Nashua Motorcyclist Captures Three Races at Local Labor Day Meet

NASHUA, N. H., Sept. 10.—A crowd of 3,000 people turned out for the motorcycle meet at the Nashua Driving Park on Labor Day. Boyd Mercer was the star of the meeting. Mercer taking three of the five events run. Ted Morin, of Manchester, struck an obstruction on the track in the 15-mile event, fell heavily and broke several ribs.

One bicycle race, a five-mile affair, brought out some lively competition. Noel won the event from Phippard and Lepage. Summaries:

Five-mile bicycle race—Won by Noel; second, Phippard; third, Lepage. Time, 13:18.

Fifteen-mile motorcycle race, professional—Won by Boyd Mercer, Nashua; second, Carey, Boston; third, Bouchard, Manchester. Time, 19:49.

Ten-mile motorcycle race, professional—Won by Boyd Mercer, Nashua; second, Forest, Manchester; third, Bouchard, Manchester. Time, 10:10.

Five-mile match—Won by Ted Morin, Manchester; second, Laviolette, Canada. Time, 6:06.

Five-mile motorcycle race, professional—Won by Boyd Mercer, Nashua; second, Forest, Manchester; third; Bouchard, Manchester. Time, 5:56.

WAR TAKES POPULAR CYCLIST

PHILADELPHIA, Pa., Sept. 4.—George Harley, the popular captain of the Quaker City Cycling Association, has answered the call to the colors, and will aid Uncle Sam in the fight for democracy. Through Harley's efforts cycling has been boosted in this city, and his services to the association that he helped make good will be missed.

TWIN BROTHERS WIN RACE

MARTINS FERRY, O.—D. H. and W. L. Mikels, twins, won the Labor Day motorcycle race over the Colerain-Martins Ferry pike, a distance of 12 miles. D. H. Mikels finished first and W. L. Mikels second. They outdistanced their opponents and the race was between the brothers from the beginning.

FORT MORGAN RACES DRAW LARGE CROWD

Floyd Clymer Gathers in First Money and Frank Kunce Gets Second Purse; Six Events on the Labor Day Program

FORT MORGAN, Col., Sept. 4.—In the meet yesterday Floyd Clymer, of Greeley, on his Excelsior, gathered in the biggest share of wins. Frank Kunce, of Loveland, Col., also riding an Excelsior, took second money. A crowd numbering more than 2,000 watched the races. Jack Payment of Denver acted as referee, and swung the job satisfactorily.

The first event was a 3-mile sidecar race and was won by Clymer with Vanderhoof, the Harley-Davidson sidecar artist of Denver, pushing him hard all the way. L. V. Rothrock, a motorcycle dealer of Fort Morgan, riding an Indian outfit, captured third place and "Happy" Lytle, of Denver, on a Henderson, took fourth and C. Kenny, of this city, came in last, also riding a Henderson. Clymer's time was 3:04½, while Vanderhoof made the three miles in 3:09.

The 5-mile sidecar race brought out the same riders, but the finish was a little different. Clymer again proved the winner, with Vanderhoof second. Rothrock, however, dropped back to fourth place, while Lytle finished third. Clymer clipped off the five miles in 5:48; Vanderhoof made the distance in 5:53 and Lytle registered 6:05.

In the mile time trial Clymer made the two laps of the track in 1 minute and 13 seconds while Kunce, on an Excelsior and Krieger, on a Harley-Dividson, tied for second place by making the mile in 1 minute and 14½ seconds. Perry Davis, of Greeley, on an Excelsior and the only other rider in the time trial, dropped out before finishing.

In the 5-mile open race Clymer, Kunce and Krieger put up a classy fight for first place with first one man and then another out in front. Kunce had the necessary "soup" to win, however, and finished one-fourth of a second ahead of Clymer. Kunce's time for this race was 6:35 while Clymer finished in 6:35¼ and Krieger came in third, making the 5 miles in 6:35½.

The 10-mile race was an exciting fight between Clymer, Kunce and Davis. Clymer led at the start, with Krieger a close second. The latter, however, soon gave his place to Kunce and the riders kept those positions until the ninth mile, when Davis overtook Krieger and nosed him out of third place. Clymer's time was 13:27, with Kunce one-half a minute behind him and Davis just one minute behind.

The last race was a 10-mile affair. Clymer, Kunce and Krieger were there from the start. Almost every lap saw a change made in the positions held by those three riders. On the 19th lap Kunce went into the lead and retained it and shot across the line a winner by a few inches over Clymer, who finished second. Krieger finished third not far behind Clymer. Kunce clipped off the 10 miles in 13 minutes and 11 seconds, while Clymer was just a half second behind him.

NEWSY ITEMS CULLED FROM PACIFIC COAST SOURCES

'FRISCO STOCK MOVES FAST

Dealers Find Privates and Officers Are Ready Buyers of Machines

SAN FRANCISCO, Sept. 4.—Motorcycle and bicycle dealers are doing a better business than they have ever done at this time of year. Many individual sales are made to soldiers and army officers, though the Government is buying direct from the factories in the east. Many of the local dealers sent in large orders in anticipation of the sales to the Government, but when it was decided to do all the purchasing in the east, the dealers were more or less worried about disposing of their stock. However, they have had no trouble, being able to sell the machines as soon as put on the floor.

EXCELSIOR SAVES OFFICER

Ray Smith Takes Lieut. Stogryn to Los Angeles in Time for Train

SAN DIEGO, Cal., Sept. 1.—Because of his ability to think quickly and of the co-operation and skill of Ray Smith, endurance rider, and the good behavior of Smith's Excelsior, Paul Stogryn, a lieutenant in the United States Aviation Corps, was enabled to obey orders to report at Tampa, Fla., on time. It is not a long story, either.

Stogryn received his orders in this city and missed the only train that would get him to Tampa on time. He telephoned Smith and asked if he could help him out. Smith put his Excelsior in commission, and, an hour later, whirled out of San Diego with the army officer on the tandem seat.

It is 132 miles between here and the Santa Fe depot in Los Angeles. Stogryn's train left here at 8:40. He and smith pulled out at 9:40. At 12:35 they arrived at the Los Angeles station, and Stogryn had 25 minutes to spare before his train left for the East. Smith and his Excelsior had made the distance in 2 hours 55 minutes, which is a record for a tandem run between the two cities. Incidentally it is only 44½ minutes slower than Roy Artley's solo record.

MANY COTTONTAILS BAGGED

SAN FRANCISCO, Cal.—Ed. Lauderclos, Sergeant Marquette, W. B. Carter and H. Lauderclos, all members of the San Francisco Motorcycle Club, rode up to Fort Bragg on a hunting trip. No deer were brought home, but they were pretty well loaded with cottontail when they came in.

CLUB HOLDS TWO LABOR DAY RUNS

SAN FRANCISCO, Cal.—The San Francisco Motorcycle Club held two runs over the Labor Day holidays, one an endurance run to Healdsburg and the other a rest run to Santa Rosa. There were about 40 members in the endurance run. They left San Francisco Saturday afternoon, staying in Sacramento Saturday night, and leaving the next morning for Healdsburg, returning by the same route. The Santa Rosa party left on Saturday afternoon, also, arriving there the same night. Sunday and part of Monday was spent in fishing, swimming and boating. The party left for home early in the afternoon, arriving in San Francisco before dark.

OVATION FOR AUSTIN

SEATTLE, Wash.—When George Austin and his Thor, with the high score for the Seattle endurance run, accompanied by Jack Meagher with a score of 972, returned to the Ellis & Austin Thor agency here, they were given a big ovation. Both are natives of this city.

BRANCH MANAGERS CONFER

SAN FRANCISCO, Cal.—E. W. Besaw, assistant sales manager of the Firestone Tire & Rubber Co., is in the city, and a sales conference is being held at the offices at 1414 Van Ness Avenue. Attending are the following branch managers: S. Clarke, Spokane; E. R. Wood, Seattle; L. J. Sparks, Portland; F. C. Flickenger, Los Angeles, and W. S. Sewell, Salt Lake City.

HONEYMOON IN SIDECAR

SAN FRANCISCO, Cal.—Mr. Tracy, after-dinner speaker of the San Francisco Motorcycle Club, was married a few days ago. For his honeymoon trip, he took a motorcycle trip with his bride in a side car, to Los Angeles, by way of Bakersfield and Sacramento.

HUGH SHARP BECOMES MANAGER OF HARLEY-DAVIDSON CYCLE SALES

Genial Hustler Who Advances from Post of Assistant Advertising Manager to Head of the Bicycle Sales Department in the Milwaukee Factory

"Direct Advertising Results."

INTERESTING proof of the sure-fire manner in which Motorcycle and Bicycle Illustrated ties up its advertisers with the buying public is in the hands of the Vacuum Oil Co. of Rochester, in the form of a front cover of this magazine on which the Vacuum advertisement appeared. Charles R. Churchman, of Wilmington, Del., wanted to obtain a copy of the new 56-page Vacuum booklet which discusses the lubrication problem from all its angles and prescribes the best grade of oil for the various motorcycle powerplants, and instead of writing a letter he simply tore off the cover of Motorcycle and Bicycle Illustrated and wrote his request on the margin alongside the Vacuum ad.

The Vacuum folks, who sent the booklet along promptly, of course, refer to the case as "an excellent example of direct advertising results."

OPEN BALL BEARING BUREAU

Eight Manufacturers Offer to Co-operate with Army for Standardization

WASHINGTON, D. C.—In order to co-operate with the government and parts manufacturers in the standardization of ball bearings, eight companies have combined and have opened headquarters in this city under the name Ball Bearing Manufacturers' Engineering Bureau. J. H. Baniger, of the Gurney Ball Bearing Co., and H. Wickland are in charge. The companies starting the bureau include the Fafnir Bearing Co., Gurney Ball Bearing Co., Hess-Bright Manufacturing Co., New Departure Manufacturing Co., Norma Co. of America, S. K. F. Ball Bearing Co., Standard Roller Bearing Co. and U. S. Ball Bearing Manufacturing Co.

The arrangement provides a single source of information in ball bearing matters, backed by combined technical ability. In offering the bureau's services to Captain Britton, Transportation Division, Quartermasters' Department, U. S. A., the manufacturers defined their object as follows:

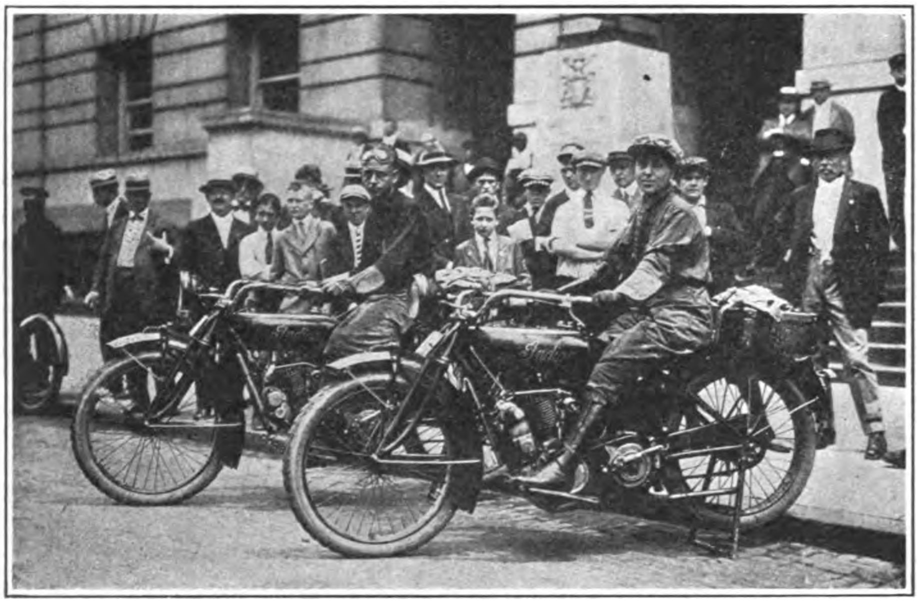
That it is the sole purpose of the manufacturers combining to establish this bureau to afford the U. S. Government a quick and easy means of obtaining technical advice and information which shall embody the best technical advice and experience of the combined ball bearing manufacturers of the country.

That no reputable ball bearing manufacturer who wishes to participate shall be excluded from the benefits of the bureau.

RECEPTION FOR DRAFTED MEN

READING, Pa., Sept. 10.—The Reading Motorcycle Club is planning a farewell reception in honor of four members drafted in the new National Army, Edgar Potts, Roy Stoyer, William Dolch and Howard Zerr. The latter holds the local record for cross-country and long-distance runs. Three new members have been received this month and two proposals are on the books. A sociability run will take place next Sunday, to Boyertown, Pottstown and Allentown.

ARTHUR AND GRACE WALKER BELIE THEIR NAME BY RIDING MORE THAN 1,000 MILES ALONG COAST



Brother and Sister on Their Powerplus Indians Pose for Howard A. French in Washington, D. C., Before Returning to Their Home in Springfield

GOOD-BYE PICNICS, SAYS LOUISVILLE

LOUISVILLE, Ky.—The days of picnics, given and paid for by the motorcycle dealers appear to be a thing of the past in Louisville. For several years the Harley-Davidson and Indian representatives have given big and expensive blow-outs for the riders. This year there have been fewer of the joy riding class, and more business riders, who care little for big noise, with the result that no picnics have been held and none are scheduled.

KANSAS USING LIGHTWEIGHTS

KANSAS CITY, Mo., Sept. 5.—Albert Hanson, of the Hanson Motorcycle Supply Company, has returned from a business trip to Colorado Springs, Colo. He was accompanied by his wife and small son. "On the plains of Kansas, the motorcycle business seems to be extremely good," Mr. Hanson said, "while in the Colorado territory the business seems to be largely shop trade. In Kansas I observed a large number of lightweight machines in action, while in Colorado a lightweight is seldom seen."

SHALER STILL GROWING

WAUPUN, Wis., Sept. 10.—The C. A. Shaler Co., Waupun, Wis., maker of vulcanizers and tire repair apparatus, has purchased additional acreage and will erect a new warehouse and shipping room. This will release considerable space to the manufacturing departments. Next fall the company plans to erect several factory additions.

LIGHTWEIGHT DEMAND HEAVY

KANSAS CITY, Mo., Sept. 5.—Elmer B. Saufley, of the Saufley Supply Company, declares that the recent trade has been exceptionally heavy in the demand for lightweight motorcycles and bicycles. Mr. Saufley carries a complete line of the Excelsior lightweight and of his own name plate bicycles, "Cycomo."

McCABE OPENS INDIAN AGENCY

WEST READING, Pa.—H. McCabe has opened an Indian motocycle repair shop and agency at 438 Penn avenue, this borough.

SHOP SAFETY BULLETIN NO. 30

MILWAUKEE, Wis.—The A. O. Smith Corporation has issued No. 30 of its Shop Safety Bulletins. The latest issue urges the corporation's employes to help Uncle Sam in conserving the food supply, gives an interesting story of the recent picnic and has a generous supply of personal items.

DELIVERY VAN DISPLAYED

KANSAS CITY, Mo., Sept. 7.—Against a background of palms, an Indian delivery van stands in the show window of the Indian Motorcycle Sales Company. On top of the van is a neatly wrapped package. The display has attracted considerable attention and has been productive of considerable business.

PORTLAND EXTENDS GLAD HAND

PORTLAND, Ore. — Portland's motorcycle police are after the auto tourist. Every officer of the city is under instructions to "grab" every car or motorcycle from outside of the State of Oregon, and to extend in the name of the people of the beautiful Rose City a cordial welcome to our midst.

The plan worked beautifully the day of its first trial. Officers would hold up the arm of the law when they saw a car from California, Maine or Canada. The occupants of most cars seemed scared when stopped, but their fears soon changed to smiles when the officer stepped to the side of the car and said that he was happy to welcome them to Portland. Then followed an offer to be of service to the travelers, to supply them with any information desired, and the tender of a neat little map guide of the city.

OHIO'S FALL BUSINESS BOOMS

COLUMBUS, Ohio.—Dealers report that business continues to boom, although this is supposed to be the dull season. They say the lightweights are popular throughout the territory they cover.

KLINE BROTHERS SELL 48

LOUISVILLE, Ky.—Pete Kline, of Kline Brothers, local Harley agents, is in Milwaukee, visiting the Harley-Davidson plant. Herbert Kline is busy handling the local end. The firm has sold 48 motorcycles so far this year, a gain of 15 over the whole of last year.

CENTRAL CO. SOON TO MOVE

LOUISVILLE, Ky.—Within a few weeks the Central Manufacturing & Repair Co. will occupy a brick building now under construction at Fifth and Walnut streets, where the old stand had been located for several years. The present store is located at 515 West Walnut street.

MENDELSON VISITS KANSAS CITY

KANSAS CITY, Mo., Sept. 5.—Henry Mendelson, of the Eastern Parts Manufacturing Company, visited the Kansas City trade on his way to the Pacific Coast.

BOWMAN BUYS OUT CAMPBELL

WHEELING, W. Va.—Walter Bowman has purchased the interest of his partner, Robert Campbell, in the Wheeling Motorcycle Company, which was organized a few months ago. Mr. Bowman will continue to handle Henderson and Excelsior motorcycles, and motorcycle and bicycle supplies.

CROCKER SELLS TO ARMY

KANSAS CITY, Mo., Sept. 5.—Al Crocker, manager of the Indian Motorcycle Sales Company, has furnished several machines and side cars to the Government for army use. The machines have been shipped to the training camp at Fort Riley and to Fort Leavenworth.

EMPORIA REPORTS GOOD SEASON

KANSAS CITY, Mo., Sept. 5.—The Pierce Motor Company, Thor agents in Emporia, Kan., recently disposed of its tire business. H. Pierce says motorcycles and bicycles have been selling well.

CHICKEN DINNER FOR LONDONERS

LONDON, Ont.—The annual "Chicken Feed Run" for the motorcycle enthusiasts of London, Ont., to Glencoe and return took place recently under the auspices of the Bicycle and Motor Sales Company, London, Ont. Forty-seven, including the wives and children of the riders, sat down to the dinner after making the trip from London to Glencoe in two hours under ideal conditions.

THE MOTORIZED BICYCLE

1. Devotees of the Cyclemotor Pause in Afternoon Jaunt Near Rochester to Use Their Camera. 2. Dayton Business Men Like a Country Dinner at the Newcom Inn and Some of Them Ride Out Frequently on Their Dayton Motor Bicycles to Enjoy Farm Fare. 3. Fred St. Onge and a Bunch of Smith Motor Fans Visit Canefields Harbor, Vancouver, B. C., as the Guests of the Vancouver Bicycle Club. 4. W. W. Shoemaker, of the Merkel Motor Wheel Co., Plays Golf and Enjoys Riding; He Manages to Combine Both Pleasures by Using His Merkel Motor Wheel to Carry Him to His Country Club

BICYCLE RACKS FOR SCHOOLS

LONDON, Ont.—The latest advertising move on the part of G. A. Wenige, proprietor of the Bicycle and Motor Sales Company of London, Ont., has been to make six large bicycle racks for as many schools of this city. Each of the racks will hold one hundred bicycles and each, of course, bears a neat inscription referring to the Bicycle and Motor Sales Company. Provision has been made for the locking of the wheels in these stands.

The fact that the racks have been made to hold one hundred bicycles each is an indication of the bicycle trend in London—mostly due to Wenige's hustling. The racks cost $16 each.

SELLING BICYCLES "ON TIME"

PROVIDENCE, R. I., Sept. 1.—The Shepard Company, one of the largest department stores in this State, has started the plan of selling bicycles on the instalment plan. This concern handles the Columbia and Westminster Special. In calling the attention of the public to the plan the advertising writer says: "Because so many who desire bicycles feel that they do not want to pay the full cost in a 'lump sum,' we have arranged a convenient method of payment that makes owning a bicycle an easy matter."

ROCHESTER CYCLISTS ARE BUYING

ROCHESTER, N. Y.—Charles A. Merkel, of 183 Clinton avenue, dealer in Excelsior autocycles, says that in spite of the high cost of living he still is selling bicycles.

COLORADO DEALERS PULL BIG RACEMEET

Labor Day Sees Good Sport on Roswell Track; Phebus, on an Indian, Stars and Wilkey and Skinner Tie for Second Honors

COLORADO SPRINGS, Colo., Sept. 3.—The second annual Labor Day racemeet held under the auspices of the Colorado Motorcycle Dealers' Association was given here today at the Roswell half-mile track. The Indian camp, whose destinies are looked after by J. B. Glaskin, obtained most of the glory, winning four firsts, three seconds and one third. The Harley-Davidson, which is represented by Jack Beatty, came in for second honors, taking down two firsts, two seconds and three thirds; the Excelsior, represented by the Stratton Motor Co., registered one second and two thirds.

R. Phebus was the star of the day, bringing his Red Skin over the finish line for two firsts, two seconds and one third. Roy Wilkey, Harley-Davidson, and Charles Skinner, a newcomer in the racing game, each riding an Indian, were tied for second honors, both copping two firsts. P. Abbott came in for third honors, for Abbott managed to pull down two seconds and two thirds, while Harold Stratton was only able to pull his Excelsior in for one second and one third. Bigler, Indian, came in for fifth honors, winning one second, while Ed Ryan, Excelsior, and Jack Beatty, Harley-Davidson, were tied for sixth honors, both getting one third each.

The first race, a five-mile event for 30:50 machines, was called after a delay of 45 minutes waiting for Jack Beatty, the Harley-Davidson distributor, to return from Denver with parts for Wilkey's machine, which had chewed up a perfectly good connecting rod. Phebus, Indian, got out in front and stayed there, although Harold Stratton, Excelsior, gave him a hard fight, Stratton winning second position over Abbott, who finished third on a Harley-Davidson.

The second race, a two-mile sidecar event, brought out a lot of oat hounds who were desirous of breaking all records. Charles Skinner sent his Indian around in 2:48, carrying Bigler, also on an Indian, for the complete two miles in his pace. Jack Beatty, driving a Harley-Davidson outfit, came in third.

The two-mile 30:50 event proved to be a corker, for Roy Wilkey on a Harley-Davidson got out in front and after a hard tussle with Phebus on an Indian, Wilkey came to the front and left Phebus stuck for second place. Abbott, team mate of Wilkey's, fought off the field for third money. Wilkey's time was 2:42.

In the three-mile 30:50 event Stratton got an early start and led the field for two miles. In the second mile Wilkey got all balled up and he and his Harley-Davidson decided to part company. After Stratton signaled to the officials that Wilkey had fallen, hundreds of kids and a like number of dogs and a few persons who knew better, crossed the track, and the rest of the race was one in which the riders ran amuck. In the final roundup, Phebus, on an Indian, finished first, with Abbott second and Stratton third.

The five-mile sidecar race also was a thriller and a walkaway for the Indian crowd. Jack Beatty did not enter his Harley-Davidson, and Ryan, the Excelsior rider, had a hard time getting his machine to stay right side up, therefore it was one two for the Indian. Skinner came in first, while Phebus hung right in Skinner's pace, and the unlucky Ryan finished third. The time was 7:05.

The last event, the ten-mile race, brought out a classy field, and after a beautiful start Wilkey eased into first position and held it, much to the chagrin of his competitors. Abbott, Harley-Davidson, won second place after Stratton had held it for five miles; Phebus, Indian, winning third, while the hard luck Stratton had to take fourth position. The summaries:

Five-mile, 30.50—Won by R. Phebus, Indian, time, 6:50; Harold Stratton, Excelsior, second; P. Abbott, Harley-Davidson, third.

Two-mile, sidecar—Charles Skinner, Indian, first, time, 2:48; F. C. Bigler, Indian, second; Jack Beatty, Harley-Davidson, third.

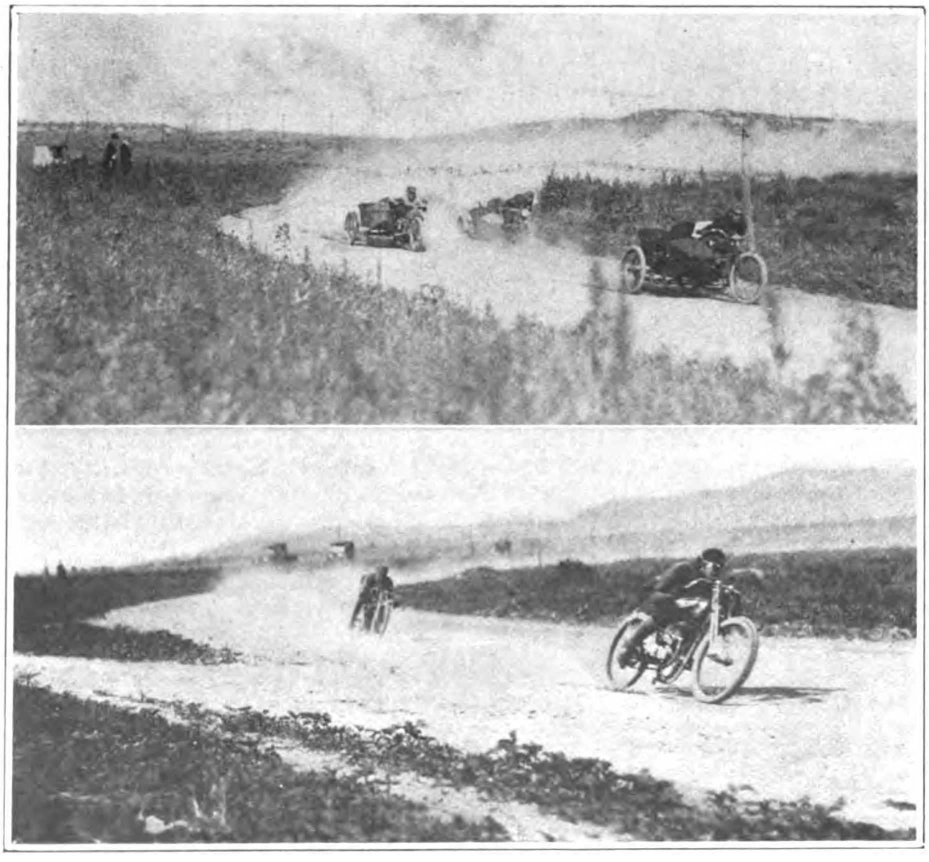
Two-mile, 30.50—Roy Wilkey, Harley-Davidson, first, time, 2:42; Phebus, Indian, second; Abbott, Harley-Davidson, third.

Three-mile, 30.50—Phebus, Indian, first, time, 4:10; Abbott, Harley-Davidson, second; Stratton, Excelsior, third.

Five-mile, sidecar—Skinner, Indian, first, time, 7:05; Phebus, Indian, second; Ed. Ryan, Excelsior, third.

Ten-mile, 30.50—Roy Wilkey, Harley-Davidson, first, time, 14:09; Abbott, Harley-Davidson, second; Phebus, Indian, third; Stratton, Excelsior, fourth.

THRILLS ABOUND AT COLORADO SPRINGS WHEN STATE DEALERS HOLD SECOND ANNUAL MEET



Skinner with Indian Sidecar Leading the Field in the Two-Mile Event; Wilkey and His Harley-Davidson Hitting the High Spots

TO TEST TRAFFIC ORDINANCE

READING, Pa., Sept. 8.—A test case of the city's traffic ordinance is to be made by Antonio Zonnetti on behalf of other motorcyclists. He has appealed from a police court decision fining him $6.25 for disregarding a policeman's signal at Second and Penn streets, where traffic conditions that confuse motorcycles and autoists exist.

OPEN TERRITORY IN TEXAS

SAN ANTONIO, Tex.—Leo de Hymel, manager of the Maxfer Truck agency here, says he believes there is a large field in San Antonio for motorcycles and sidecars. He wants to get in touch with those who desire to push the sale of motorcycles and sidecars.

THREE MOTORCYCLES STOLEN

ROCHESTER, N. Y., Sept. 7.—Charles A. Merkel, Excelsior dealer at 183 Clinton avenue, reports that a 1913 Harley Twin, No. 6245E; a Ser. 17-Excelsior Twin, 3-speed, No. 84234; and a 1914 Harley Twin, No. 5457-H with Presto equipment and a rear seat, have been stolen. A liberal reward is offered for information that will lead to the recovery of any of these three machines.

ERNST BUSH IS TOURING

KANSAS CITY, Mo., Sept. 5.—Ernst Bush, a well known Kansas City rider, and formerly active in motorcycle club affairs, is making a trip through Colorado on an Indian.

THE
BICYCLE

A CYCLE JAUNT FROM GOLDEN GATE TO RENO

Stiff Hills and Some Rough Stretches Tested the Legs of These Vacation Tourists, but the Wonderful Scenery Amply Compensated for the Energy Expended on 275-Mile Route

By HARRY SPENCE
New Century Wheelmen, San Francisco

HAVING less than a week for a vacation period—a stretch of time that was hardly long enough to attempt a long trip—I decided along with a pal and fellow club member, Arthur Filley, to embark on a trip by bicycle from the Golden Gate to Reno, Nevada, a famous old-time sporting, mining and gambling town, and at one time the home of the great divorce colony. The trip was one of 275 miles, and both of us will remember the jaunt for many years to come.

With the decision on the trip properly rendered it took us no time to follow up with action. As we had both been training diligently for various cycling events staged by our club and the other clubs that are in the California association, we had no fears that we could not stand the strenuous ride over the mountainous country, but, instead, we figured that it would be a "pipe," in race track parlance.

Strapping our tool bags and an extra tire to our Pierce racing mounts, we hit the trail for the ferry to Oakland, Monday, August 27. On the way to the ferry we stopped off at the B. F. Goodrich agency for road maps and data. With the proper information tucked away in our pockets we were sent on our way by F. L. Ryan, sales manager of the bicycle tire department of the Goodrich branch, after the kodak man had done his work. The noon ferry carried us to Oakland, where we landed an hour later, and we immediately started on our long trip.

Over the Skyline Highway

We headed our bicycles over the famous Walnut Creek Boulevard, better known as the "Skyline Highway," a very picturesque winding road of over 20 miles, into Walnut Creek. The route to Martinez was over a new uncompleted highway, and we were forced to dismount and walk for a few miles. Upon our arrival in Martinez we discovered that we had missed the ferry across Carquinez Straits, and would have to wait an hour for the next boat. The hour was utilized in storing away a 'husky" feed.

No time was lost after crossing the straits and we were soon speeding through the beautiful Napa Valley toward Sacramento, which we reached at 9:30 p. m., our first day's score being 103 miles. We rested at Sacramento the first night, and started early the following day due east. Folsom, where the State penitentiary is located, was soon left by the way, and our next goal was Placerville and Eldorado, made famous in the gold rush of '49. The latter camp, once prosperous and now long abandoned, still has the quaint old buildings made of stone and adobe. With the exception of a new highway, the place must look the same as it did a half-century ago.

Lowering Gears Was Helpful

Arriving at Placerville, we lowered our gears in order to more easily negotiate the steep hills, the move proving to be a very good one. Just out of Placerville we struck the Eldorado National Forest, a wonderful expanse of scenic beauty, with waterfalls rivaling the famed Bridal Veil Falls at Yosemite, as well as large mountains of rocks that remind one of stone castles. We pushed on to Riverton, riding along the scenic American River. At this point sandy roads were encountered, and I struck a bad spot and took a spill, which caused me to seek medical attention. After being patched up we continued by riding and walking—walking mostly—to Kyburg Station, where we stopped for the night, with 85 more miles added to our tally sheet.

Long before the natives of Kyburg had crept out of the feathers we were on our way the following morning for a trip to the summit of the Sierra Nevada Mountains, 18 miles away. We walked and trudged our bicycles for the entire distance, and arrived there at noon. From the summit, 7,630 feet above sea level, we could see the valleys and lakes for miles around. It was a most wonderful sight. The roads dropped down 2,300 feet in a mile after leaving the summit, and we made good time coming down, and were soon speeding to Lake Tahoe.

There may be beauty and garden spots throughout the world, but I doubt if there is any that can equal Lake Tahoe and the surrounding country. We rode along the edge of the lake for 21 miles, snapping pictures en route, and in my estimation it is the most wonderful scenery, and we very reluctantly left for Tahoe City, where we spent the night. A little over 45 miles was covered on the third day.

The Lineup

CYCLING THROUGH THE NATURAL FORESTS

Harry Spence and Arthur Filley's Trip from the Golden Gate to Reno, Nev., Is a Story Well Worth Reading.

NO REVENGE FOR CHAMP. SPENCER

Old Boy Kramer Deprives the Toronto Lad of Any Satisfaction in Re-running of World's Cycling Derby.

A BREEZY PAGE OF CYCLING CARTOONS

Howard "Poke" Freeman, the Cartoonist, Depicts for "Motorcycle & Bicycle Illustrated", the Latest in Racing.

HENRY OLIVER WINS NEW ENGLAND RACE

Youngster from the Promoting Club Romps Home in Front of a Field of 74 Riders in the Annual Club Program

NEWSIES HAVE A GALA EVENING

Management of the Newark Velodrome Invites Newark Newsboys to a Meet and Stages a Race for Their Benefit.

HOW THE RACING MEN STAND IN WINNINGS

The Latest Tables of Both Amateur and Professional Classes and Table for the Paced Riders in Handy Form.

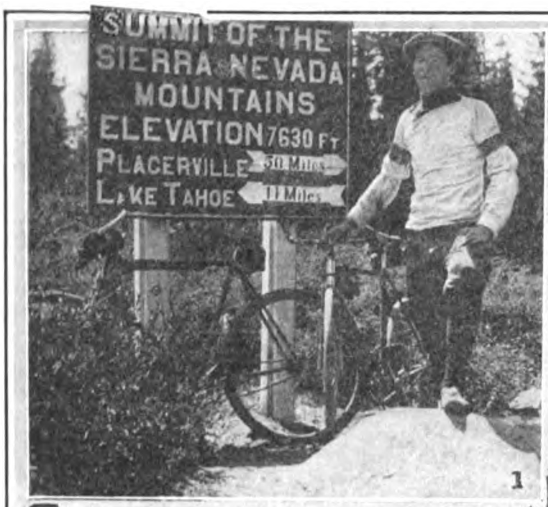
PROSPECTS AWAITING THE DEALER'S CALL

Advice to Dealers and Pointers on Their Opportunities Will Be Found in an Up-to-the-Minute Article in This Issue—

AND

A Big, Bright, Breezy Bunch of Other News Covering both the Sport and Trade Bicycle Fields.

PICTORIAL INCIDENTS ON THE SATISFYING GOLDEN GATE TO RENO CYCLE TRIP MADE BY HARRY SPENCE AND ARTHUR FILLEY


SUMMIT OF THE
SIERRA NEVADA
MOUNTAINS
ELEVATION 7630 FT
PLACERVILLE 50 Miles
LAKE TAHOE 11 Miles
1

GOODRICH
TIRES
7

1. Spence at the Summit of the Sierra Nevada Mountains. 2. In the Eldorado Natural Forest. 3. Filley Doing His Bit of Walking. 4. Overlooking Lake Tahoe. 5. Spence on Sand Roads Through Natural Forest. 6. Filley at Folsom. 7. Near Placerville. 8. At Lake Tahoe.

The final stage of our trip was started at 7 o'clock in the morning from Tahoe City. We journeyed towards Truckee, a winter resort, and then hit out for Reno, 37 miles away. Going through Dog Valley, we encountered bad roads, a cloudburst a week previous having washed rocks onto the road, but in spite of the hard going we reached Reno at 11:50 a. m., being 59 hours actual time on the road. After spending two days in Reno we returned to 'Frisco by train, two well satisfied lads.

We both had Pierce racing bicycles, which were shod with Goodrich tires, 1⅛ and 1⅜ inch in size. Brooks saddles and Diamond 45 chains were also fitted to our mounts. The trip was made without a puncture to either one of us, a great feat considering conditions.

LITTLE REVENGE FOR A. SPENCER

Frank Kramer Takes Re-running of the World's Derby; Champion Spencer Beats Alfred Goullet for Second Money

NEWARK, N. J., Sept. 10.—Frank L. Kramer, the former sprint champion, repeated in straight heats in the re-running of the World's Cycling Derby, which had been styled the "revenge," in keeping with the custom in Europe of coming back with a race in which the finalists of a big race would have a chance to meet again. Kramer, as in the original Derby, qualified for the final along with Champion Arthur Spencer and Alfred Goullet, the same trio cutting up the original purse.

The Trio Alternate in Pacing

The three stars alternated pace in the first heat until at the half-way mark the order was Goullet-Kramer-Spencer. A half-lap later on Spencer went in front of Kramer and Goullet and a half-lap later Kramer assumed the lead with Spencer on his wheel and Goullet on the outside of Spencer, Goullet finally dropping back of the champion. At the bell Kramer led with Spencer in second position. The champion tried to come out on Kramer, but the latter had too much speed and Spencer had to be content with second place.

There was little excitement in the second heat until two laps from home when Kramer led with Spencer in second place. Entering the back stretch Goullet jumped to the front and opened up a gap with Kramer in pursuit. When Kramer caught Goullet he stalled to give the latter a chance for second money, which he got by a length over Spencer. In the extra heat to decide second and third money Spencer left no doubt about the result by going to the front and meeting Goullet's rush and holding him off to the tape.

Piercey Fails to Repeat

In the consolation for the Derby "revenge" Charley Piercey, the Australian, who made a runaway of the original consolation, tried the same stunt yesterday, but the best he got was last position. When Piercey jumped away he opened up a big gap, but Francesco Verri, the Italian, gave chase, caught him at the bell and continued on and won the race by inches only from Bob Spears, the Antipodean, who came with one of his famous finishes. Reggie McNamara finished third and Jake Magin fourth.

There was a big surprise yesterday in the half-mile handicap for the professionals and Tom Bello, the Brooklynite, was the one to spring the surprise. Bello started his sprint for home over a lap from the finish, and when the stars started around him he held them off almost to the tape, just being nosed out by Reggie McNamara, the Australian.

Eddie Madden and Willie Hanley upset the calculations of the wise ones in the two-mile tandem open for the professionals. Madden and Hanley were declared out of the "inner circle" when the race started. They entered into an entente with John and Menus Bedell and copped the bacon. Alfred Grenda and Charles Piercey finished second and Jake Magin and Fred Hill third.

Referee Makes Peculiar Decision

A peculiar decision by the referee marked the five-mile open for the professionals. At about three laps to go "Big Al" Grenda started from the rear with Reggie McNamara in his wake. Grenda got to the front and gave McNamara a fine pull. Goullet, however, beat McNamara for the first place, while Jake Magin also nipped the "Iron Man." After the race the referee fined Grenda $10 for pulling McNamara, but nothing was done to McNamara. That they were teaming there was hardly a doubt, and the inconsistent decision of the referee went in keeping with a few more of his many bloomers that he has pulled this season.

The amateur events furnished plenty of action. Gus Lang, the battling Newarker, won the half-mile handicap for the simon-pures, while the strenuous Miss-and-Out went to Ed. Byron, the Australian. Evan Williams, no relation to the great singer, won the novice. Summaries:

Half-mile novice—Won by Evan Williams, Rahway; second, Sam Gastman, Newark. Time, 1:08⅘.

Half-mile handicap, amateur—Won by Gus Lang, Newark, 20 yards; second, Jerry Nunziata, Brooklyn, 50 yards; third, William Weimer, Newark, 45 yards; third, Eric Paetz, Newark, 50 yards. Time, 56⅗ seconds.

Miss-and-out, amateur—Won by Gus Lang, Newark; second, Fred Taylor, Newark; third, Charles Osterritter, Newark; fourth, Gus Lang, Newark. Time, 4:40. Distance, 2 miles.

One-mile handicap, professional—Won by Reggie McNamara, Australia, scratch; second, Tom Bello, Brooklyn, 100 yards; third, Willie Hanley, San Francisco, 25 yards; fourth, Eddie Madden, Newark, 45 yards. Time, 1:50⅗.

One-mile World's Cycling Derby Revenge, professional—First heat won by Frank Kramer, East Orange; second, Arthur Spencer, Toronto; third, Alfred Goullet, Newark. Time, 2:57⅗. Last eighth-mile, 11⅘ seconds. Second heat won by Kramer; second, Goullet; third, Spencer. Time, 2:56⅕. Last eighth-mile, 12 seconds. Special match to decide second and third positions—Won by Spencer; second, Goullet. Time, 2:54⅕. Last eighth-mile, 12⅕ seconds.

One-mile World's Cycling Derby Revenge consolation—Won by Francesco Verri, Italy; second, Bob Spears, Australia; third, Reggie McNamara, Australia; fourth, Jake Magin, Newark; fifth, Willie Hanley, San Francisco; sixth, Charles Piercey, Australia. Time, 2:30.

Two-mile tandem open, professional—Won by Eddie Madden, Newark, and Willie Hanley, San Francisco; second, Alfred Grenda and Charles Piercey, Australia; third, Jake Magin, Newark, and Fred Hill, Boston; fourth, Reggie McNamara and Bob Spears, Australia. Time, 3:49⅕.

Five-mile open, professional—Won by Alfred Goullet, Newark; second, Jake Magin, Newark; third, Reggie McNamara, Australia; fourth, John Bedell, Newark. Time, 10:49⅗.

ANNUAL WHEEL-ABOUT-THE-HUB

BOSTON, Mass., Sept. 10.—The historic Wheel-About-the-Hub will be held Friday next. All the old-time cyclists will participate in this great event and the start will be made from Walnut and Warren streets at 10 a. m.

BOULDRY WINS THIS ONE

EAST BRIDGEWATER, Mass., Sept. 10—Gus Bouldry, of Whitman, a four-minute man, won the ten-mile road race here on Labor Day. Bouldry was timed in 30:42. Roy Bouldry, a scratch man, won the time and fifth place prizes, his time being 28:08.

LINART-MADONNA WIN

Belgian-Italian Combination Win Hour Team Race at the Revere Track

REVERE, Mass., Sept. 10. — Victor Linart and Vincent Madonna, the Belgian-Italian pair, defeated George Wiley, the American paced champion, and George Bowker, of Inwood, L. I., in a one-hour motor-paced team race at the Revere Beach track last Wednesday night. The Linart-Madonna pair won by three-quarters of a mile. Bowker lost most of the ground for the Wiley-Bowker combination.

Tim Sullivan, the New Haven rider, was in great form at the same meet. Tim gathered in first money in the five-mile open for the professionals, and then went out and beat Fred McKenzie and Pat Logan in a five-mile tandem paced race. Summaries:

Quarter-mile handicap, amateur—Won by Austin Hurley, Revere, 75 yards; second, Frank Keenan, Revere, 45 yards; third, Elmer Duncan, Everett, 40 yards; fourth, Marcel Berger, San Francisco. Time, 29⅗ seconds.

Miss-and-out, amateur—Won by William Eager, Newark; second, John Fardig, Orient Heights; third, Elmer Duncan, Everett; fourth, Marcel Berger, San Francisco. Time, 2:01⅕. Distance, 1 mile.

Three-quarter-mile handicap, professional—Won by Hugh McPartland, Boston, 95 yards; second, Tom Connolly, Everett, 110 yards; third, Dennis Connolly, Everett, 110 yards; fourth, Ned Chandler, Boston, scratch. Time, 1:23⅘.

Five-mile open, professional—Won by Tim Sullivan, New Haven; second, Tommy Grimm, Newark; third, Pat Logan, South Boston; fourth, Fred McKenzie, Revere. Time, 11:57⅗.

Five-mile tandem-paced race, professional—Won by Tim Sullivan, New Haven; second, Fred McKenzie, Revere; third, Pat Logan, South Boston. Time, 9:58⅘.

One-hour motor-paced team race, professional—Won by Victor Linart, Belgium, and Vincent Madonna, Providence; second, George Wiley, Syracuse, and George Bowker, Inwood, L. I. Distance, 42½ miles.

C. R. C. A. TO STAGE CENTURY

BROOKLYN, N. Y., Sept. 10.—In an effort to further the interests in cycling the Long Island Division of the Century Road Club Association, of this city, will stage a fall century run on Sunday, October 28. The start will be made simultaneously from Bedford Rest, this city, and Columbus Circle, New York City, in the early morning hours. Information can be secured from William Winquist, 304 West Thirteenth street, New York City.

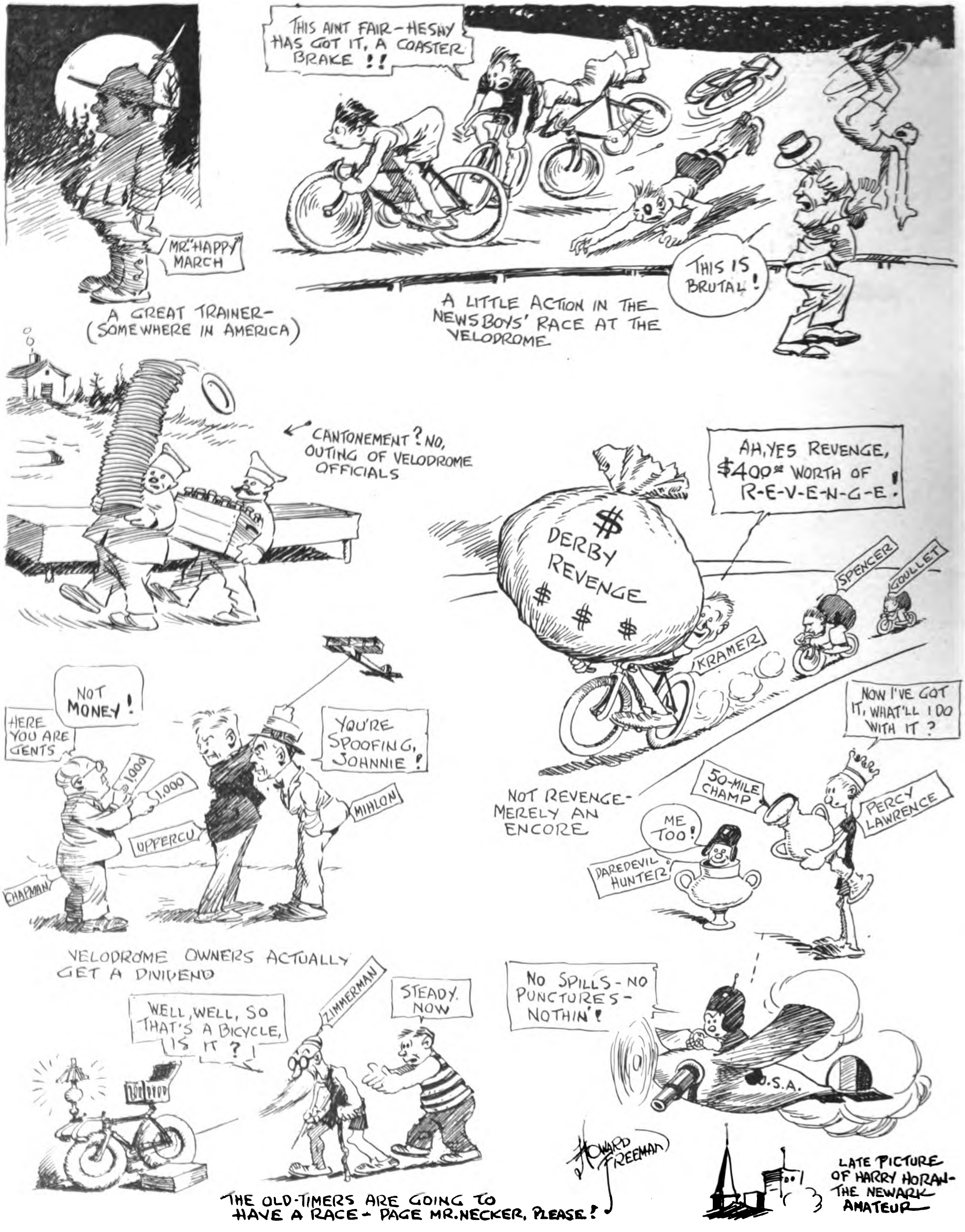
CLUB SCHEDULES TWO RACES

NEW YORK, N. Y., Sept. 11.—On Sunday, Sept. 23, the Century Road Club of America, New York Division, will conduct two bicycle races on the famous Pelham Parkway course. The five-mile handicap, the principal event, will have twenty place prizes and five time prizes, while the one-mile open will have five prizes. The first prize in the five-mile open will be a silver cup. Entries close with William Muller, 1212 Leland avenue, the Bronx, Sept. 18.

NO STREET CARS; BUY BICYCLES

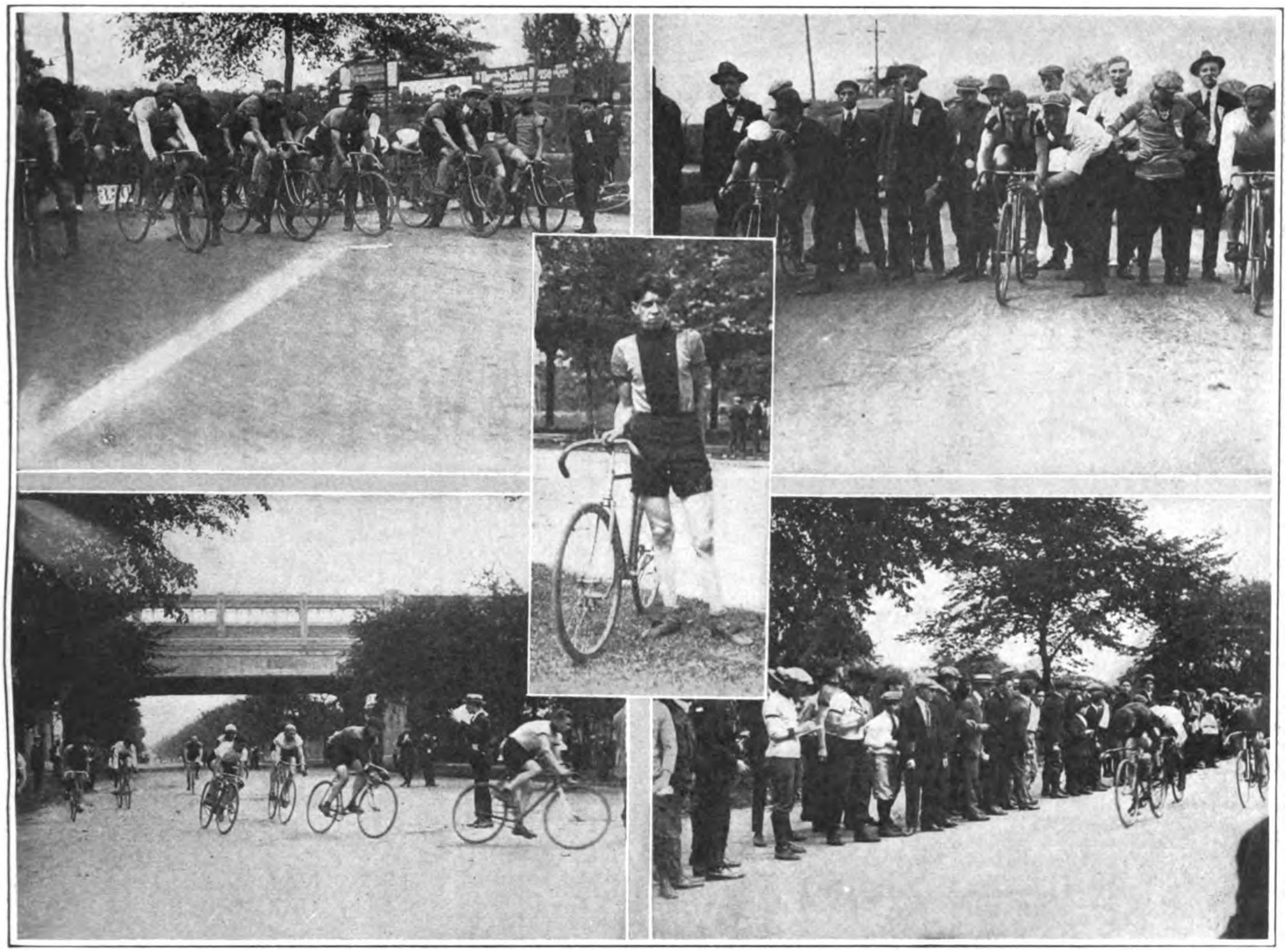
COLUMBUS, O., Aug. 31.—It's an ill wind that blows nobody good, say the bicycle dealers of Columbus. Due to an accident at the local power house, the Columbus street car service has not been up to the mark of late, and as a result many factory workers have seen the advantages of the bicycle. All of the local bicycle dealers report an unusual demand for the two-wheelers.

UP TO THE MINUTE VIEWS OF THE SPEEDY CYCLISTS


MR. "HAPPY" MARCH
A GREAT TRAINER- (SOMEWHERE IN AMERICA)
THIS AINT FAIR-HESNY HAS GOT IT, A COASTER BRAKE!!
THIS IS BRUTAL!
A LITTLE ACTION IN THE NEWSBOYS' RACE AT THE VELODROME
CANTONEMENT? NO, OUTING OF VELODROME OFFICIALS
AH, YES REVENGE, $400.00 WORTH OF R-E-V-E-N-G-E!
DERBY REVENGE
SPENCER
GOULLET
KRAMER
NOT REVENGE- MERELY AN ENCORE
NOT MONEY!
HERE YOU ARE GENTS
YOU'RE SPOOFING, JOHNNIE!
1,000
1,000
MIHLON
UPPERCU
CHAPMAN
VELODROME OWNERS ACTUALLY GET A DIVIDEND
NOW I'VE GOT IT, WHAT'LL I DO WITH IT?
50-MILE CHAMP
PERCY LAWRENCE
ME TOO!
DAREDEVIL HUNTER
WELL, WELL, SO THAT'S A BICYCLE, IS IT?
ZIMMERMAN
STEADY NOW
NO SPILLS-NO PUNCTURES-NOTHIN'!
U.S.A.
HOWARD FREEMAN
THE OLD-TIMERS ARE GOING TO HAVE A RACE- PAGE MR. NECKER, PLEASE!
LATE PICTURE OF HARRY HORAN- THE NEWARK AMATEUR

Howard "Poke" Freeman, the Famous Cartoonist, Depicts Especially for "Motorcycle and Bicycle Illustrated" the Latest News of the Doings of the Pedal-Pushing Contingent

HENRY OLIVER, OF NEW ENGLAND WHEELMEN, WINS TEN-MILE RACE RUN BY HIS CLUB OVER THE PELHAM PARKWAY



Scenes Snapped at the New England Wheelmen's Race: Upper Left, Start of the Limit Men—Oliver, the Winner, Is Third from the Left; Upper Right, Part of the Scratch Bunch; Center, Oliver, the Winner; Lower Left, Rounding One of the Turns; Lower Right, Thompson Beating Attardi (on Left) for Second; Miller, Who Ran Third, on Extreme Right

NEW YORK, N. Y., Sept. 10.—Showing great plugging ability coupled with a good sprint at the finish, Henry Oliver, a member of the New England Wheelmen, won the ten-mile handicap road race run by that club on the Pelham Parkway yesterday morning. Oliver, astride of a Pierce racer shod with Palmer tires, started from the four-minute mark and at the finish led Clifton Thompson over the tape by 25 yards, Oliver being timed in 25:54.

Seventy-nine riders had entered and 74 riders started. The race was delayed at the start somewhat by the acceptance of a few post entries. The rules of the Inter-Club League are against the acceptance of post entries, but owing to some misunderstanding in the mailing of entries a number of late ones were allowed to ride.

Thompson Lands Second Prize

Clifton Thompson and Anthony Attardi, two members of the Unione Sportiva Italiana, ran second and third, respectively. Thompson, who started from the 2½-minute mark, and Attardi, a two-minute man, had a great sprint at the finish, Thompson getting the decision by a small margin. Attardi rode the course in 23:56, slightly under six seconds slower time than the scratch men.

Honor Men Win Time Prize

It has been a long time since the scratch men captured a time prize in a road race in this section of the country. Due to stalling tactics in past races the scratch men would lose out on the distribution of the time awards, but in yesterday's race there seemed to be a willingness to take their share of pace with a result that all five time prizes were won by men starting from the honor mark.

Nelson Johnson, a member of the Unione Sportiva Italiana, finished in 45th place and won the first time prize on a Pierce in 23:49 1-5 seconds. Second time prize went to Johnny Marquart, a member of the Century Road Club Association, who rode an Iver Johnson. Eugene Aichelin, at the present time riding unattached, but at the same time a member of the promoting club, won third time prize.

In addition to having the time winner, Nelson Johnson, the Unione Sportiva Italiana also won the silver cup donated by the Bicycle Manufacturers' Association for the club having the greatest number of entries. The Italian organization had 22 starters against 16 for the Century Road Club Association. The U. S. I. also won the team score medal with 24 points. The table in the team competition is as follows:

Club	Positions					Pts.
U. S. I.	2	3	5	6	8	24
N. E. W.	1	10	15	28	29	83
C. R. C. A.	14	17	19	21	23	94

Most of the individual awards in the race were confined to competition among members of the New England Wheelmen. Oliver, the winner, in addition to receiving a Terminal Special racing bicycle fitted with Pye-Musselman tires, the first prize, also carried away a pair of Palmer-Advance tires for being the first N. E. W. rider to finish. Other awards for New England men were tires, saddles and sweaters.

Several spills featured the race at the close. In one, C. Froh struck a bad spot in the road and was thrown along with Arthur Neminskey. None of the riders, however, were badly hurt. The committee in charge announced after the race that the prizes would be distributed on Thursday evening, Sept. 20, at 8:30 p. m., at the club rooms, 9 Jerome avenue, near 162d street.

The finishers in the New England Wheelmen's race, with their clubs, bicycles, handicaps and times, will be found in the accompanying table:

HOW THEY FINISHED IN NEW ENGLAND WHEELMEN'S RACE.

Pos.	Name	Club	Bicycle	Hdcp.	Time
1	H. Oliver	N. E. W	Pierce	4:00	25:54
2	C. Thompson	U. S. I	Peugeot	2:30	24:25
3	A. Attardi	U. S. I	Iver Johnson	2:00	23:56
4	C. Miller	N. H. W	Pierce	3:00	24:56⅕
5	R. Olsen	U. S. I	Iver Johnson	2:30	24:26⅖
6	C. Fontana	U. S. I	Cleveland	2:00	23:56⅗
7	W. M. Taylor	E. C. W	B. S. A	2:30	24:26⅘
8	F. Patti	U. S. I	Caminade	3:30	25:27⅕
9	C. Zoccola	U. S. I	B. S. A	3:30	25:27⅖
10	G. Polacsy	N. E. W	Columbia	3:30	25:27⅗
11	H. Klotz	H. C. W	Caminade	3:30	25:27⅘
12	L. Mahieu	N. H. W	Iver Johnson	2:30	24:28
13	D. E. Lands	B. V. W	Arrow	2:00	23:58⅕
14	V. Cestone	C. R. C. A	Iver Johnson	2:30	24:28⅕
15	W. Sluyter	N. E. W	New England	3:30	25:28⅖
16	J. Alphonso	U. S. I	B. S. A	3:30	25:28⅗
17	J. Caldwell	C. R. C. A	Tribune	2:00	23:59
18	A. Potto	U. S. I	Columbia	2:00	23:59⅕
19	B. Pericone	C. R. C. A	Ranger	3:30	25:29⅖
20	A. Fazzio	U. S. I	Cleveland	3:30	25:29⅗
21	P. Nietzgold	C. R. C. A	Iver Johnson	3:30	25:30
22	F. Carrello	U. S. I	Columbia	2:30	24:48
23	L. Sattler	C. R. C. A	Iver Johnson	2:30	24:48⅕
24	L. Orisini	U. S. I	Caminade	4:00	26:12⅖
25	G. Pio	U. S. I	Hudson	3:30	25:52
26	T. La Rossa	U. S. I	Iver Johnson	2:30	24:52⅗
27	L. Grace	C. R. C. A	Iver Johnson	2:30	24:52⅘
28	T. Urbach	N. E. W	New England	2:30	24:53
29	E. Schindler	N. E. W	Chater Lea	3:30	26:10
30	C. Sprauer	N. E. W	Chater Lea	4:00	26:40⅕
31	C. Hoglander	T. A. C	New England	3:00	25:40⅖
32	A. Miller	N. H. W	Columbia	3:00	25:40⅗
33	J. Palmier	Unattached	B. S. A	1:00	24:01
34	M. Halpin	C. R. C. A	Iver Johnson	1:00	24:01⅕
35	Gus Hurray	C. R. C. A	Iver Johnson	1:00	24:01⅖
36	E. C. Bendi	A. W	Iver Johnson	1:00	24:01⅗
37	Frank Small	A. W	Finley	2:00	25:01⅘
38	G. Brindle	B. V. W	Arrow	2:00	25:02
39	J. Magit	B. V. W	B. S. A	2:30	25:32⅕
40	J. Fargo	U. S. I	New England	1:00	24:02⅖
41	J. Gerhardi	U. S. I	Hudson	1:00	24:02⅗
42	J. Tomasulo	C. R. C. A	Iver Johnson	2:00	25:14
43	C. J. H. Tonjes	N. E. W	Red Wing	3:30	26:44⅕
44	K. Penn	N. E. W	B. S. A	4:00	26:42
45	Nelson Johnson	U. S. I	Pierce	Scr.	23:49⅕
46	T. J. Marquart	C. R. C. A	Iver Johnson	Scr.	23:49⅖
47	E. Aichelin	Unattached	Iver Johnson	Scr.	23:49⅗
48	J. Nurziata	U. S. I	B. S. A	Scr.	23:49⅘
49	R. Caldwell	C. R. C. A	Tribune	Scr.	23:50
50	O. Ellswood	U. S. I	Columbia	3:30	26:55

Clubs—N. E. W., New England Wheelmen; U. S. I., Unione Sportiva Italiana; N. H. W., North Hudson Wheelmen; C. R. C. A., Century Road Club Association; E. C. W., Empire City Wheelmen; B. V. W., Bay View Wheelmen; T. A. C., Triangle Athletic Club; A. W., Acme Wheelmen.

PROSPECTS ARE WAITING FOR A DEALER'S CALL

THE great variety of advertising matter—booklets, folders, posters, window cards and other bicycle boosting matter—which is so freely distributed to dealers should be used to the fullest possible extent for the work for which it is designed. This matter represents the best thought of advertising experts of long experience in the bicycle trade. It has taken thousands of dollars to produce it. Yet there are dealers who let piles of this valuable publicity accumulate dust in some out of the way and forgotten place.

Time and Thought Required

The expenditure of a little time and thought, together with a few dollars each month for postage, is all that is required to put this publicity to work earning handsome dividends for the dealer wide awake enough to take advantage of the money making machinery ready to his hand.

If this matter is sent to a list of local prospects, together with a personal letter from the dealer, it often will remind the prospect that right in his own town and in his own neighborhood is a man who is ready and willing to serve him. It will revive his interest in bicycling and will cause him to visit the dealer's store and make inquiries. The making of the sale is then up to the dealer. If the publicity matter, plus a little extra energy on the part of the dealer, bring the prospect to the store, surely the dealer should be able to crowd on a little more steam and effect the sale.

PETE HIMSCHOOT A WINNER

DETROIT, Mich., Sept. 10.—Peter Himschoot, the Chicago pro., won the 25-mile open at Dexter Park, Labor Day. Henry Werner, of Newark, finished second; Joe Kopsky, Newark, third, and Hughes, the localite, fourth. The time was 1 hour and 11 minutes. Debaets, Crombez, Blommem, Compernorle and Hacaeit was the order of the finish in the five-mile novice. Werner beat Kopsky and Dhondt in the one mile open, and Dehnyfebter captured the ten-mile amateur from Debinyea and Vanabulle in that order.

WINS ON OLD MODEL

Arthur Vanderlip Takes Seattle Road Race on 1896 Model Rambler

SEATTLE, Sept. 3.—The Seattle-Star-Piper & Taft Labor Day bicycle race was won by Arthur Vanderlip, who covered the 20.8 mile course in 1 hour and 9 minutes. Vanderlip was a mile and a half ahead of his nearest competitor, which is going some for a 16-year-old kid in competition with nearly 100 others.

Vanderlip led from the start and was never headed. He settled down to a steady ride from the start, and finished in front of the *Star* office five minutes ahead of Leon Haley and Arthur Wilson, who finished the race in a neck and neck struggle.

The race was won by Vanderlip on an 1896 model Rambler, one that Father Vanderlip had used for years before passing it on to his good looking son. "The first prize, an Excelsior bicycle, looks mighty good to me," said Vanderlip, Jr., and Vanderlip, Sr., was telling everybody, 'I told you so,' "but I'm going to stick to the old Rambler, it takes me to and from work every day, some 13 miles." Firestone Hawkins equipped each bicycle with a Firestone pennant before the start.

The other riders finished in the following order: Leon L. Haley, Arthur Wilson, Lyle Weymouth, Harland Williams, George Lamoreaux, William B. McAdams, Raymond Willias, Warren Allen, Edwin Breda, Frank Van Geystedt, Albert Bassford, Charles Proctor, Vere Vanestrom, Leonard Strave and John Segminter. Lyle Weymouth got "in the money" twice, winning a $10 pair of Goodrich tires as fourth prize and also winning the special prize for boys 14 years or under, a $15 gold watch.

OLD ONES TO RACE

Newark Velodrome Management to Stage Race for Real Racing Veterans

NEWARK, N. J., Sept. 11.—Next Sunday will be old timers day at the Velodrome. Racing notables of former days are scheduled to start in a one-mile race. Manager Chapman, himself an old rider, will even start in the race. The race will be confined to real veterans, with stars who have retired only recently barred.

Invitations have been sent out to many a champion and near champion of the good old days. Among those invited are: Arthur A. Zimmerman, the first American and world's champion; Major Taylor, the colored cyclist; Fred Titus, unpaced star and winner of the Quill Club handicap; Eddie "Cannon" Ball, the champion in 1895-96-97; Nat Butler, the old handicap king; Howard "Poke" Freeman, the Oregon sprinter, now a sporting cartoonist; Victor Hess, Bill Hicks, Charlie "Mile-a-Minute" Murphy, Bill Tenzler, Arthur Ross, Walter Bardgett and others. The race will be run in one heat.

RACING NEAR SOUTH BEND

SOUTH BEND, Ind.—Because of the activities of the Belgian Racing Club at Mishawaka there is steady demand at the store of F. A. Albright & Son for Pope and Davis bicycles of the racing type. So far this year they have sold more than 300 bicycles. They also handle Goodrich and Kokoma tires.

NEWARK NEWSBOYS ENJOY GALA TIME

Newark Velodrome Management Acts as Host to Home Town Newsies; Youngsters Furnish Thrills

NEWARK, N. J., Sept. 6.—There was plenty of action at the Velodrome last night when Manager Chapman staged his stellar attraction of the season. The attraction that drew 3,500 newsboys—all on passes—and about 5,000 other paid fans was the one-mile open for the newspaper carriers of this city.

Twenty or more lined up for the heats, and after the weeding out process had been finished eight lined up for the final. The race went to Young "Fat" Byock, who was credited with representing the New York *Tribune*. Max Schwartz, who had the euphonius title of "Bow-Wow" tacked to his name on the program, finished second as the representative of the Montclair *Herald*, while Danny ("Goldie") Goldman, a Newark *Ledger* carrier, ran third. The time was announced as being 1:58, but "Chuck" Krasner, who holds down the stand at Broad and Market, remarked that they must have kept time with a Big Ben.

With the newsboys' race marked down in the archives of the sport, the officials got busy and ran the semi-finals of the World's Cycling Derby Revenge. Nine of the fastest riders at the track had qualified for the chance to divide the purse of $1,000, $400 of which goes to the winner, $250 to second man and $125 to third. The balance of the purse, $275, will be put up in a consolation, the final and consolation being run Sunday next.

In the first semi-final Frank Kramer, the former title holder; Reggie McNamara, the Australian, and Willie Hanley, from San Francisco, lined up. Kramer won, but McNamara gave him a strong battle for the honors. Alfred Goullet, Newark; Bob Spears, Australia, and Jake Magin, Newark, were the trio to battle it out in the second semi-final. Spears was looked upon to be the most logical choice, but Goullet surprised the natives and won, with Spears in second place.

Champion Arthur Spencer won the third heat, with Francesco Verri, the Italian, in second place. Verri fought Spencer hard in the last lap, but the champion was too strong for the son of Sunny Italy. Spencer, Kramer and Goullet qualified for the original Derby, which was won by Kramer, with Goullet taking second place.

The final event on the night's card was a 100-kilometer team race, in which 14 teams started. Sprints were staged at each five miles in the race, and one at the finish, or the 62½-mile mark. It was apparent after the 25-mile station had been passed that the battle would be easy for Frank Kramer and Alfred Goullet, who outclassed the field. The race was decided on the point system, the winner of each sprint receiving one point, the others scoring as follows: Second, 5; third, 6; fourth, 7; fifth, 8; sixth, 9; seventh, 10. All others finishing outside of seventh place were credited with eleven points.

Kramer and Goullet won, with 38 points to their credit. Second honors went to Reggie McNamara and Bob Spears, the Australians, who scored 68 points. Jake Magin and Willie Hanley, the Newark-'Frisco pair, finished third, with a total of 76 points. The distance was ridden in 2 hours, 18 minutes and 50 1-5 seconds.

The finish of the first seven teams and the points each team scored in the 13 sprints with the rider scoring the points is given in the table at the bottom of this page.

HOW THE SPRINTS IN THE 100-KILOMETER RACE FINISHED

Pos.	Team	Sprints—Miles 5	10	15	20	25	30	35	40	45	50	55	60	62½	Pts.
1—	Kramer	0	5	0	1	0	6	0	6	0	1	0	0	1	
	Goullet	1	0	8	0	1	0	1	0	1	0	1	5	0	38
2—	McNamara	0	1	0	7	0	1	0	1	0	5	0	1	0	
	Spears	7	0	11	0	6	0	6	0	6	0	8	0	8	68
3—	Magin	6	0	5	0	7	0	5	0	7	0	5	0	5	
	Hanley	0	6	0	6	0	5	0	5	0	6	0	8	0	76
4—	J. Bedell	5	0	6	0	8	0	9	0	5	0	9	0	7	
	M. Bedell	0	9	0	5	0	7	0	8	0	7	0	9	0	94
5—	Grenda	0	7	0	10	0	9	0	7	0	9	0	7	0	
	Madden	10	0	1	0	11	0	8	0	8	0	7	0	6	99
6—	Cameron	0	11	0	0	0	0	0	9	0	0	10	0	9	
	Corry	8	0	9	8	11	8	7	0	11	10	0	10	0	121
7—	Piercey	11	0	10	0	9	0	11	0	11	0	6	0	10	
	Hill	0	11	0	11	0	10	0	10	0	8	0	6	0	124

Points scored in each sprint as follows: Winner, 1; second, 5; third, 6; fourth, 7; fifth, 8; sixth, 9; seventh, 10. All other teams scored 11 points in each sprint.

NEW STUNT IN RACES

Washington, D. C., Club Divided Races for Boys Into Weight Classes

WASHINGTON, D. C., Sept. 10.—The annual racemeet of the Victory Bicycle Club, run recently over a half-mile track, was a model meet in all respects and was run off in an excellent manner. The division of the events into classes by weights proved a very good way of handling the races. Summaries:

80-90-lb. class—Won by William Burns; second, Harry Carr. Time, 1:11.

90-110-lb. class—Won by George Quin; second, George Lary. Time, 1:20.

Unlimited class—Won by Edward Curtiss; second, Harry Quin. Time, 1:10½.

BICYCLE CLUB CHARTER RENEWED

READING, Pa., Sept. 10.—The charter of the Penn Wheelmen, the first of the bicycling clubs in this city, was granted 25 years ago and was renewed in court here today on application of Oliver M. Wolff for another 25 years. The club is now a social organization.

"HAPPY" TO DO HIS BIT

Trainer of Cyclists Will Aid in Making the World Safe for Democracy

WILLIE MARCH, who carries the euphonious title of "Happy," is going to do his bit to make the world safe for democracy. "Happy," a famous trainer at the Newark Velodrome and the Boston and New York six-day races for the past few years, was accepted last week for service in the new National Army and is awaiting the pleasure of Uncle Sam to go to his camp "somewhere in America."

"Happy" March

"Happy" is a native of Newark, N. J., and has lived in the Vailsburg section of that thriving city for the greater portion of his life. Since taking to training bicycle riders the soldier to be has handled the destinies of many a champion and near-champion. Among the riders that have been under the care of "Happy" can be found the following: Eddie Root, six-day cyclist; Oscar Egg, the famous Swiss unpaced champion; Marcel Dupuy, the Frenchman; Walter Bardgett, Paddy Hehir and many others. At the present time he is employed at the 57th street branch of the Y. M. C. A. in New York City.

When "Happy" appeared for examination before the board last week he was declared by the examining physicians to be a perfectly developed little man, and he was accepted. He scorned to claim exemption and is awaiting his call to go away. He is very popular with his fellow colleagues and others in Vailsburg. A dinner is to be given shortly in his honor, and when he goes on his way, with France as his final destination, he will carry the good wishes of everyone connected with the cycle sport. And he *will* go away as happy as his name.

BIG CROWD AT BESSEMER

Three Races at Bessemer and One at Birmingham Draw Big Crowd

BIRMINGHAM, Ala., Sept. 10.—A crowd estimated at 10,000 people turned out for the bicycle races held at Bessemer on Labor Day, Sept. 3. The races were held in connection with the annual Labor Day celebration and they were held on the main street. A three-mile race was held in this city in the afternoon. Summaries:

Half-mile race—Won by John Mangini; second, Bob Horton; third, Tommy Hinds.

Half-mile for boys—Won by Clyde Phillips; second, James Roberts; third, Bill Chandler.

Negro race—Won by Golden Walker; second, Jesse Smith; third, Willie Wilson.

Three-mile open—Won by Clem Laughinhouse; second, John Mangini; third, Pedro Malli.

BOYS' CLUBS PLAN OUTING

WASHINGTON, D. C.—Several race meets and a large outing is being planned by the recently organized boys' bicycle clubs in the southeast section of the city.

FEW CHANGES AT NEWARK

Leaders Retain Their Standings in All-Around Championship Competition

NEWARK, N. J., Sept. 10.—No material change was made in the standing of the first six riders in the professional end of the all-around competition at the Velodrome following yesterday's racing. Alfred Goullet and Reggie McNamara each added seven points to their scores, while Frank L. Kramer added five by taking the Derby Revenge. Both Jake Magin and Champion Spencer each added three points in yesterday's events.

Fred Taylor, the localite, is slowly but surely creeping up on Amateur Champion John L. Staehle in the amateur division. Staehle was unplaced yesterday and Taylor finished second in the miss-and-out race. The champion has 80 points and Taylor is but three tallies in the rear. Gus Lang, the localite, who has been showing such great form of late, is in third place.

The standing in each division is given in the tables below:

PROFESSIONAL.

	1st	2d	3d	4th	Pts.
Goullet	16	7	7	4	—119
McNamara	7	9	7	7	— 83
Kramer	6	4	5	0	— 51
Spears	4	4	3	1	— 39
A. Spencer	5	2	2	2	— 37
Magin	3	4	2	5	— 37
Hanley	2	3	5	5	— 34
Grenda	2	3	5	3	— 32
Eaton	4	1	0	0	— 23
Bello	3	2	1	0	— 23
M. Bedell	1	3	3	1	— 21
W. Spencer	1	3	2	3	— 21
Madden	1	3	2	3	— 21
Hill	1	2	1	2	— 15
Piercey	1	1	0	3	— 11
Smith	0	1	3	1	— 10

AMATEURS.

	1st	2d	3d	4th	Pts.
Staehle	13	2	4	1	— 80
*Hoffman	11	4	3	6	— 79
Taylor	4	13	5	8	— 77
Lang	5	6	8	8	— 67
Osterritter	6	1	9	1	— 52
Byron	3	5	3	4	— 40
Dotterweich	1	6	4	5	— 36
Chapman	1	2	3	3	— 15
Ciaciuch	1	2	1	0	— 13
Wm. Thompson	2	0	0	0	— 10

Points: First, 5; second, 3; third, 2; fourth, 1; in open and handicap races only.

*Now racing in the professional ranks.

N. C. W. TEAM WINS

San Francisco Combination Takes Labor Day Pursuit Match

SAN FRANCISCO, Cal., Sept. 8.—Ralph Welch, Phil Morgan and Harry Spence wearing the colors of the New Century Wheelmen, won the ten-mile Australian pursuit race at the Golden Gate Park Stadium held Labor Day. They defeated the Capitol City Motor Cycle & Bicycle Club team.

The teams started at opposite sides of the track, and the Century riders caught the opposing team in the ninth mile. Morgan rubbed tires in the eighth mile and took the count, Spence and Welch finishing. The time was 23:20. In a three-mile handicap the finish was as follows: Welch, E. Foster and Phil Morgan. The time was 7:28.

LAWRENCE WINS CUP RACE

PHILADELPHIA, Pa., Sept. 9.—Percy Lawrence, the San Francisco cyclist, won the 50-mile cup race at the Point Breeze track, Thursday night, from five other high class pace followers. Lawrence was paced in the race by Jimmy Hunter. Clarence Carman, Elmer Collins, Fred Herbert, Frank Corry and George Cameron made up the rest of the field. Herbert finished second and Carman third. The time was 1:04:25. Billy Armstrong and William Vandeberry divided honors in the motorcycle races.

WILEY SHOWS CLASS

Syracuse Paced Star Leads in Winnings Table for the 1917 Paced Season

GEORGE WILEY, the Syracuse pace follower, has proven by his consistent riding this season that he is the peer of the followers of that precarious sport now performing in America. Wiley won the paced championship and has a big commanding lead in the points table as the season draws to a close.

Champion Wiley, who deposed Clarence Carman for the title, has won 11 firsts, seven seconds, six thirds and one fourth place. His total score is 89 points, 30 points ahead of the nearest man, Victor Linart, the Belgian. The standing to Sept. 10 is as follows:

Rider	1st	2d	3d	4th	Pts.
George Wiley	11	7	6	1	89
Victor Linart	6	8	1	0	59
Percy Lawrence	7	3	6	2	58
Clarence Carman	5	6	3	6	55
V. Madonna	6	4	8	2	51
Menus Bedell	4	5	5	2	47
Frank Corry	3	5	1	4	36
Elmer Collins	4	1	2	3	30
George Cameron	1	4	1	2	21
George Bowker	1	1	0	0	8
Peter Drobach	1	0	1	0	7
R. J. McNamara	0	0	2	1	5
Martin Ryan	0	1	0	1	4
Tim Sullivan	0	1	0	0	3
Mike Debaets	0	0	0	1	1

Points—First, 5; second, 3; third, 2; fourth, 1.

BROWN WINS AT TOLEDO

Cleveland Rider Takes Toledo Bicycle Club's 15-Mile Handicap Race

TOLEDO, O., Sept. 10.—Arthur Brown, of Cleveland, riding from the two-minute mark, won the 15-mile handicap road race staged by the Toledo Bicycle Club on Labor Day. Brown was timed in 37:30. Ernest Weiss, also from Cleveland, finished second, while William Buchele, a localite, finished in third place from the minute mark and carried off the time honors, Buchele being timed in 32:21. Summaries:

Rider	Hdcp.	Time
Arthur Brown, Cleveland	2:00	37:30
Ernest Weiss, Cleveland	3:00	37:30⅕
Wm. Buchele, Toledo	1:00	37:21
K. Sitzenstock, Toledo	8:00	43:45
Geo. Schauntz, Toledo	9:00	44:50
B. Weismantel, Toledo	7:00	42:55
E. H. Spillane, Akron	4:00	38:30
K. C. Travis, Detroit	5:00	38:30⅕
O. S. Hitchcock, Toledo	6:00	38:32
V. Van Houten, Toledo	10:00	45:00
L. Sitzenstock, Toledo	11:00	45:15

REVIVE NEW TRACK RUMOR

PROVIDENCE, R. I., Sept. 11.—Another revival of the rumor of a bicycle track for this city is in progress. The story goes that John Montecalvo, the local dealer, and the Revere Beach track interests near Boston, are back of the movement.

POINT BREEZE TRACK CLOSED

PHILADELPHIA, Pa., Sept. 9.—Rain interfered with the paced and motorcycle races at the Point Breeze track last night, and following the postponement the management announced that the track was closed for the season.

On the Bell Lap

BY THE VET

Fall is the very best time to go cycling. Get out your bicycle and take a trip.

There should be some great sport when the old timers meet at the Newark Velodrome on Sunday.

Henry Oliver, who won the New England Wheelmen's race last Sunday, is a promising youngster.

What's in a name? John Billion won a race at Syracuse, N. Y., and Clem Laughinhouse won one at Birmingham, Ala.

Manager Nat Butler, of the Revere Beach track, which is up Boston way, will run a 100-mile race for sprinters as a closing tid-bit of the season.

Maurice Price, the Philadelphia amateur cyclist, has severed his conections with the Quaker City Cycling Association. No reason is given for his Madame Patti.

The curtains were drawn last Saturday at the Point Breeze track, Philadelphia, for the season. It is a good thing that they closed before someone was badly hurt.

They say that revenge is sweet. If that is so Champion Arthur Spencer got very little sweet goods in the World's Derby Revenge, for he was forced to see Frank Kramer beat him and Goullet in straight heats.

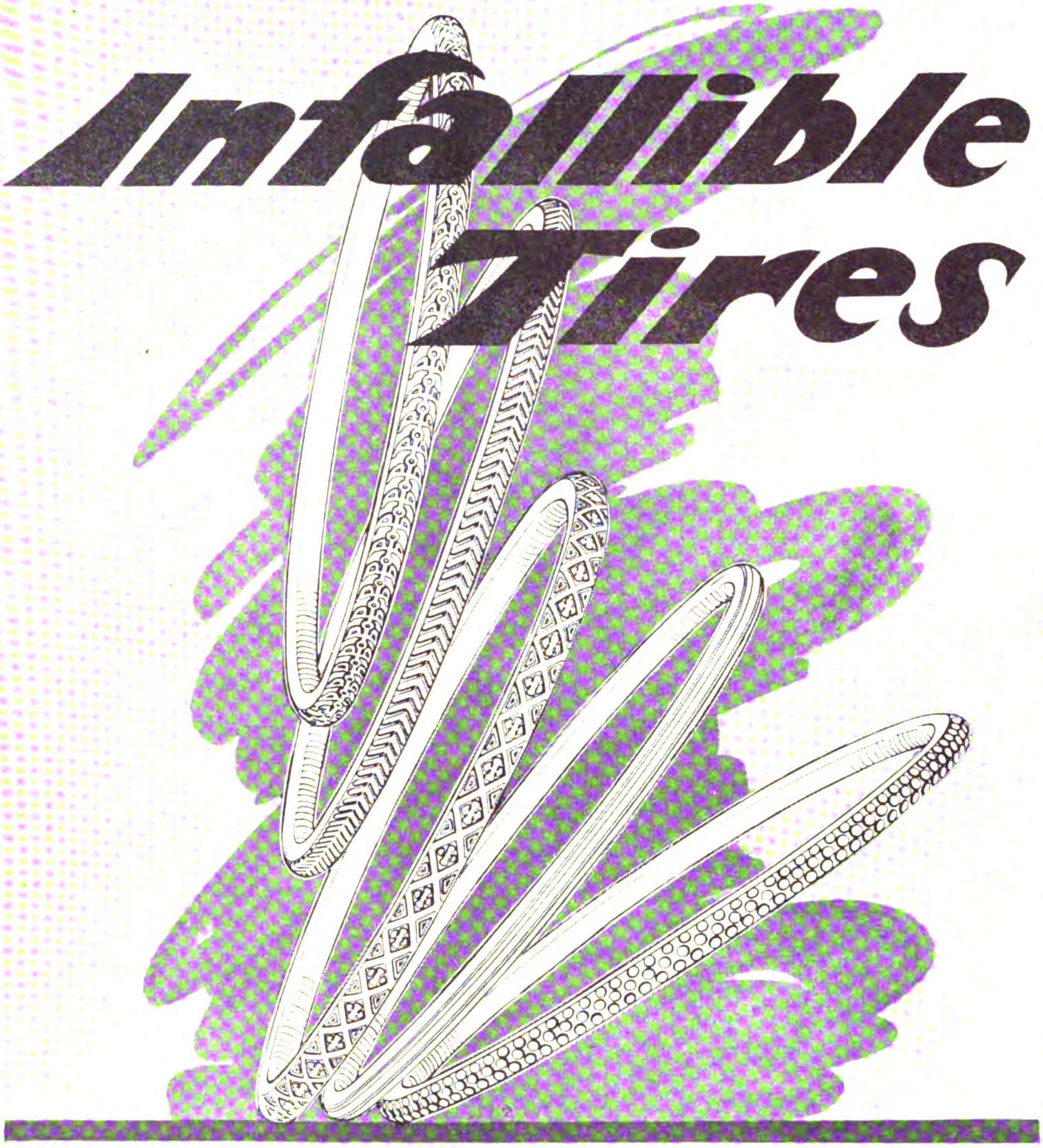
The judges and scorers had their troubles in the placing of the men in the New England Wheelmen's race. After much wrangling from club partisans they finally got the score fixed up to everyone's satisfaction.

The 100-kilometer race that was scheduled for next Sunday at the Sheepshead Bay Speedway has been postponed a week. The Empire City Wheelmen, the promoting organization, were forced to call the postponement on account of automobile racers practicing on the track.

Well! well! well! Uncle Sam has drafted "Happy" March, the trainer, who has lately been laboring at the 57th street branch of the Y. M. C. A. in New York. Willie Bolles, the guardian angel at the Newark Velodrome, says he is going to make "Happy" a range finder.

Frank E. Watkins, of Portland, Ore., contributed an article in a late issue of the *Winged Bulletin*, the house organ of the Multnomah Club, of that city, in which he asks whether his old pal Howard "Poke" Freeman is living, or if not living where and when he died. For the benefit of Frank we will say that "Poke" is very much alive, is the sporting cartoonist on the Newark *Evening News* and is entered in the old timers race at the Velodrome next Sunday. After the race "Poke" may feel like a dead one.

(More Bicycle News on Page 50)



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BICYCLE BUSINESS MAKING NEW RECORD

Chicago Cycle Co. Sends Out 3,781 Orders During August with 300 More to Fill; Pres. Hansen Says Pace Will Continue

CHICAGO, Sept. 10.—Vic Sandeen, who has covered Iowa and Nebraska for the Chicago Cycle Supply Co., has been transferred to southern territory. A. E. Stockholm, who was formerly house salesman, has taken over Sandeen's trade route. Another change has been necessary in the Michigan territory, owing to the fact that L. Hammond, who has covered it in the past, has been called for military service. Hammond's place will be filled by Charles E. Mearns, who has been in the bicycle business for many years, having been connected with the old Excelsior Supply Co. and later with the Excelsior Cycle Co.

Stier Joins the Staff

Carl Stier, formerly with the Hickman Cycle Co., of Birmingham, Ala., and also credit man for the Alexander Sewald Co., Atlanta, Ga., has joined the Chicago Cycle Supply staff as assistant to President Hansen. Stier has had a wide experience in the bicycle field, having conducted his own business in Macon, Ga., for some time, in addition to holding the positions referred to.

President Hansen states that the company is enjoying the biggest business in its history, the August sales records being the highest on the books of the concern since it entered the field. The company is at present carrying in stock goods to the value of a quarter of a million dollars, and it is stated that the demand is brisk for the full line.

The company shipped 3,781 orders for August just past, a heavy increase over the same period last year. The number of bicycles sent out during August was 215 higher than August of 1916, and the company was still over 300 bicycles behind its orders on September 1. The whole organization is put on its toes, so to speak, in the most successful campaign for bicycle business it has ever known, and President Hansen is fully convinced that the highly satisfactory pace now being set will continue.

Optimism is the keynote of all the company's operations, and the fact that its orders are coming from all parts of the country is taken to indicate that the present activity in the bicycle field is firmly founded and substantial.

DORITY IS TOLEDO CHAMPION

TOLEDO, O., Sept. 10.—After the finish of the Class A amateur championships of the city, the concluding race being held Labor Day, Roger Dority was declared champion with 60 points. Dority will receive a gold medal emblematic of the title. The others finished as follows: Harold Albrecht, 30 points; Bob Dority, 25 points; L. Lueckman, 10 points; Leo Krupp, 10 points; William Buchele, 9 points, and L. Sitzenstock, 7 points. Kenneth Sitzenstock won in Class B with 72 points.

EXCITEMENT AT SYRACUSE

Voght, of Rochester, Is First in Labor Day Race, but Is Disqualified

SYRACUSE, N. Y., Sept. 10—There was plenty of excitement, protests and challenges flying around after the finish of the ten-mile bicycle race held here on Labor Day. Edward Voght, of Rochester, finished first, but was disqualified for shoving Edward "Happy" Bloom, a localite, who finished second. Harry De Tommasso, of Rochester, was given second and Fred Harmon, also from the Flower City, third.

Blum captured the two-mile brush for the city championship, beating out James Kanfoush, Thomas Dell, Fred Herzog and John Orzell, who finished in the order named. Blum's time was 6:21 4-5. The secret time sociability run was won by Julius Rosenthal. Israel Jacobs finished second and Isadore Rumanen was the third man across the tape.

De Tommasso, Rochester, captured the five-mile handicap from scratch in 11:30. Voght and Harmon, both of Rochester, were next in order. John Billion, Syracuse, won the one-mile scratch race in 4:00 4-5. John McCarthy, Syracuse, and Fred Harmon, Rochester, were second and third, respectively.

HOOSIER RACES FOR BOYS

Terry Curley Wins Five-Mile Trophy Race at Willard Park Meeting

INDIANAPOLIS, Ind., Sept. 8.—The second of the series of Saturday bicycle races for boys, held last Saturday at Willard Park under the auspices of the City Park Cycling Club, brought out a good crowd and competition. The feature was the five-mile Washington Hotel Trophy race, which went to Terry Curley, a 16-year-old lad. Curley, also won the boys' race. Summaries:

Quarter-mile open, 14 years—Won by William Sellmeyer; second, Roy Herman; third, Walter Morris. Time, 44⅗ seconds.

One-mile open, 16 years—Won by Terry Curley; second, Harry Jackson; third, N. Stewart. Time, 2:57⅖.

Five-mile point race, 18 years—Won by Terry, Curley; second, Lawrence Root; third, Roy McMurtry. Time, 18:49⅗.

Quarter-mile trials for track record—George Garrard, 34⅕ seconds; Harry Jackson, 36⅗ seconds; Roy McMurtry, 37⅕ seconds; Lawrence Root, 38 seconds; William Claffey, 39⅗ seconds.

AL. COOPER BUYS OUT BROTHER

SANDUSKY, Ohio.—Al. B. Cooper has bought out the interest of his brother, Ward Cooper, in the Cooper Bicycle Co. and plans to devote his entire time and attention to the devolpment of the business. He will make a special drive on Iver Johnson bicycles and also feature Fisk tires.

NAMES STORE "BICYCLE SHOP"

ELKHART, Ind.—Fred Personett has adopted the name of the "Bicycle Shop" for his live bicycle headquarters at 123 North Main street. He features the Racycle and the National and he has just taken the agency for the Pierce. To date he has made more than 120 deliveries this year.

YANKEE CYCLISTS WIN

Taylor, Krushel and Osterritter, of Newark, Beat Home Boys at Toronto

TORONTO, Ont., Sept. 8.—Amateurs of the United States had their fling at the annual field day of the Canadian National Exhibition today. A team composed of Charles Osterritter, Fred Taylor and Albert Krushel, of Newark, won from three Canadian stars, Norman Webster, Fred McCarthy and Doc Morton, in two heats of the half-mile feature. Osterritter took kindly to the going on the half-mile dirt track and took first and second places in the two heats while he captured the one-mile handicap from scratch in 2:18⅕.

The track was not in very good condition owing to its heavy usage during the previous two weeks, but all wheel competitions, including the three-mile sidecar contest, were thrilling events for the 15,000 spectators. There were five starters in the sidecar flight with Thors taking first and second in a good finish. Summaries:

One mile bicycle, open—Won by Norman Webster; second, Fred McCarthy; third, George Wright. Time, 2:30.

Half-mile buckboard race—Won by Corporal J. C. Wardhill; second, Private A. Kingsland; third, Private Caveen. Time, 1:28.

One mile bicycle handicap—Won by Charles Osterritter of Newark, scratch; second, James Lowrey, 125 yards; third, Fred Ruelins, 100 yards. Time. 2:18⅕.

Half-mile high wheel race—Won by Herb. Macdonald; second, Bert Bingley; third, Fred St. Onge. Time, 1:29.

International bicycle race, Canada vs. United States, distance half mile, first heat—Won by Charles Osterritter, Newark; second, Fred Taylor, Newark; third, Norman Webster, Toronto; fourth, Albert Krushel, Newark; fifth, Fred McCarthy, Toronto; sixth, Doc Morton. Time, 1:21; second heat—Won by Webster; second, Osterritter; third, Taylor; fourth, Krushel; fifth, Morton; sixth, McCarthy. Time, 1:20⅗. United States won, 16 points to 26 points.

Three mile sidecar race—Won by W. Butler, Thor; second, H. Wilson, Thor. Time, 4:25.

One mile buckboard race—Won by Corporal Wardhill, 1st Battalion; second, Private A. Kingsland, 34th Battalion; third, Gunner P. A. Caveen. Time, 2:49.

TWO DANES WIN RACES

Jepsen and Jensen Clean the Card at Pennbrook, Pa., on Labor Day

PENNBROOK, Pa., Sept. 10.—Jensen and Jepsen, two Danes, cleaned up the Labor Day races here. Jensen won the novice, the handicap at a mile, and the five-mile handicap, while Jepson accounted for the mile open. Summaries:

One-mile novice—Won by Jensen; second, Brooks; third, Linde. Time, 2:45.

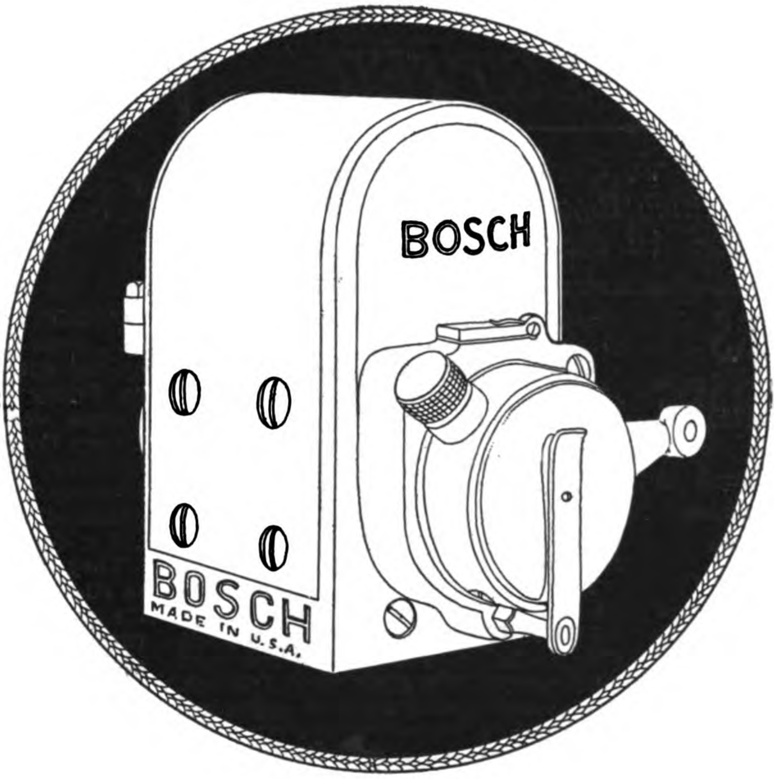
One-mile open—Won by Jepsen; second, Jensen; third, Brooks. Time, 2:33⅕.

One-mile handicap—Won by Jensen, 30 yards; second, Samuelson, 10 yards; third, Sackes, 5 yards. Time, 2:28.

Five-mile handicap—Won by Jensen, scratch; second, Jepsen, 10 yards; third, Andersen, scratch; fourth, Brooks, 30 yards. Time, 15:42.

INDIANA COMPANY'S NEW STORE

LA PORTE, Ind.—The Indiana Supply Co., William Pelz, manager, is in its new quarters at Lincoln Way and Monroe street. This gives the company more than double the floor space it formerly had and enables it to show to better advantage the Great Western and Excelsior bicycles it carries. New fixtures give the company exceptional facilities for the display of the accessories it features. The company has opened a service station for the handling of Diamond and Goodrich tires.



CALCULATE THE ADVANTAGES

YOUR most important requirement in a motorcycle is absolute dependability of the electrical system.

Your engine is no better than its ignition.

You can avail yourself of definite advantages—Bosch Quality and Bosch Reliability—by insisting that the machine you buy or sell shall have the advantages of Bosch equipment.

BE SATISFIED **SPECIFY BOSCH**

Send for "The Best Races of 1915 and 1916"

BOSCH MAGNETO COMPANY
206 West 46th Street **New York**
CHICAGO **DETROIT** **SAN FRANCISCO**
Service Stations in Every State

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

HAMILTON DEALERS STAGE BIG PARADE

Co-operate with Trades Council in Labor Day Program; Simmons as Charlie Chaplin, Captures First Prize

HAMILTON, Ont.—The only parade of any kind in Hamilton on Labor Day was a bicycle procession which was held under the direct auspices of the District Trades and Labor Council and with the co-operation of twelve of Hamilton's progressive bicycle dealers. Prizes to the value of $130 were given for the best comedy makeup and impersonations, and half a dozen out of the 150 riders in line competed for these awards.

A unique feature of the occasion was the presence of a number of prominent bicycle boosters of the Dominion at the head of the column. These included J. G. Pape, a noted bicycle man of Vancouver; Fred St. Onge, of Montreal; Frank Long and W. M. Gladish, of Toronto; and President N. S. Ferries, of the Hamilton Dealers' Association.

The unanimous decision of the judges was that O. Simmons deserved first prize for his impersonation of the film comedian, Charlie Chaplin, while second and third prizes went to N. Jackson and S. Faircloth. The winner received a suit of clothes and $10 in cash.

Entry blanks were available at all the bicycle stores for the procession and the event was advertised by window cards.

DISPATCH RIDER BOB FRANK WRITES FROM FIRING LINE TO SASKATOON CHUM

SASKATOON, Can.—Jack Walters, of the Walters Cycle Company at 20th street, west, is in receipt of a letter from Bob Frank, who is now a dispatch rider with the Canadian army "somewhere in France." Frank is in good shape and does not seem to mind the hardships he is undergoing with the army. The letter was written while Frank was resting after carrying a dispatch to the front. He evidently was under fire at the time and the calm way he writes about an exploding shell soiling his letter shows the temper of the men who are making history: The letter is as follows:

"Very many thanks for your letter which was received safely. I was sure glad to get it. I wrote you quite a long epistle about Christmas time, at the same time thanking you for the Harley sweater. Did you receive it?

"I still have the sweater, having stored it this last winter as we were issued thick woolen sweaters, but you can rest assured it will come in handy again this summer. My landlady washed it for me some time ago and I noticed she had put in a few darns, nevertheless it is in good condition yet.

"Well, we are having it pretty rough just now, very often riding all night in strange country. Still we manage to get through somehow. But what we kick at most is the horrible weather, which just makes the roads a mass of slime and grease. Sometimes when near the firing line we have to ride without lights. Then our real troubles begin in the shape of big shell holes which we are apt to drop into and probably smash a frame. Of course, these holes are filled up in time by our engineers, but for a while after the Boche has retreated we have to look out for such places.

"Our real enjoyment is when we are having a rest away from the firing line where the roads are not so badly cut up. Then we can do a little blind.

"I saw by today's papers that America is on the eve of war, so now is Charlie's chance to shine as a dispatch rider in the American army.

"Well, I am pleased to hear you are doing fairly good business and hope you will do better before the end of the year. Business seems pretty good in Saskatoon just now. Your letter was so interesting I have read it through several times since.

"I often think about our run to Pike Lake. I did enjoy it. We only needed some beer to finish it off with. I guess you are all teetotal now. I am longing to do that ride again. It was simply glorious, specially camping near Lake Erie and Lake Michigan for several nights.

"The Germans in Wisconsin didn't like us at all, but still we met many other Germans who helped us along fine, many of the garages giving us petrol.

"I thought the roads in the United States pretty tough, but, believe me, some of the roads here are more like ploughed fields. I often wonder how our Triumphs stand the racket. So far as this part of the country is concerned, we have to carry all our kit on the carrier. When we get stuck in a pile of mud we can rely on the clutch to get us out.

"Well, as things are going now it looks as though we shall be home by Christmas. Anyhow, let's hope so.

"I guess I'll quit now before a shell comes along and makes a big splash over my letter. So au revoir for the present, with kindest regards to Mrs. Walters, yourself and all inquiring motorcyclists."

MUD HALTS NIGHT DASH TO MONTREAL

Excelsior and Henderson Sidecar Crews Abandon 350-Mile Trial Because of Deep Gumbo; Trouble Getting Gas

TORONTO, Ontario.—Four motorcycle speed merchants of Toronto started out to do something desperate on Friday night, August 31, but their success was cut short by the old foe, Enemy Gumbo. The quartette consisted of Percy A. McBride, Jack Brand, B. E. Kennedy and C. Bain, and their machines consisted of an Excelsior and sidecar and a Henderson and sidecar.

They took it upon themselves to make an all-night ride to Montreal and to beat the fastest train time for the distance between Toronto and Montreal, 350 miles. Incidentally, they wanted to take a crack at the road record between the two cities of eleven hours made by an automobile under perfect conditions.

They left Toronto at 9:30 p. m. and traveled like greased lightning for fifty miles when they struck the wake of a cloudburst. They plugged along for seventy-five miles more and then they surrendered.

One reason for quitting was the fact that one of the machines ran out of gasoline at Belleville, the 125th mile. They reached this little burg at 4:30 a. m., or seven hours out, and when they attempted to secure a replenishment of "gas" they found the place dead to the world. Nobody could be stirred out of bed until two hours later and at that time the fliers had decided to call it a night's job.

B. E. Kennedy, who had Distributor McBride for a passenger, was formerly a despatch rider in France and he took to the night stuff like a real veteran. In passing, it should be remarked that Kennedy won the Distinguished Conduct Medal on account of conspicuous bravery under fire.

The four Toronto enthusiasts tried to make the trip in order to attend some races in Montreal on Saturday, but they turned toward Ottawa instead. Incidentally, the Montreal racemeet was called off on account of mud also.

The sun dodgers intend to make another try for the Toronto-Montreal road record shortly.

GOVERNMENT USING EXCELSIORS

MONTREAL, Que.—Excelsior motorcycles are being used in the Province of Quebec by the Provincial Government for the regulation of speed on the new St. Lawrence River Boulevard between Montreal and Quebec; by the Federal Government for geological survey and by the Laurentian Forestry Protective Association for forest patrol. In the latter instance, a fleet of Excelsior motorcycles is being used to patrol some 60,000 square miles of forest land where there are practically no roads.

BY EVERY TEST

applied to motorcycle manufacturing and motorcycle merchandising, Indian Motocycles are today, even as they have been since the very beginning of motorcycle history, LEADERS in mechanical development as well as FIRST in sales!

This is an indisputable fact!

And to those Indian dealers already "cashing in" on this leadership, it has meant a profitable business unapproached by any other group of dealers!

To those men seriously considering entering the retail motorcycle field or making a change in their present connections, it means even more—for if it is their desire to represent the motorcycle with the greatest sales demand and consequently with the greatest profit, their choice must be Indian!

When considering the Indian proposition don't forget Indian Bicycles—for in the short period of 2 years Indian Bicycles, by sheer force of uniform quality and advance design, have climbed to the supreme position in the single-trademark field!

It's the Indian dealers who reap the richest returns.

Indian territorial arrangements for 1918 will soon be considered —no better time than now to write regarding YOUR territory!

Indian

HENDEE MANUFACTURING COMPANY
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

HERE'S THE LIMIT IN OFFICIAL CUSSEDNESS

Look Over the Prince Edward Island Restrictions and Be Glad You Are Living Elsewhere

CHARLOTTETOWN, Prince Edward Island.—The use of motorcycles in the tiny Province of Prince Edward Island is restricted on all sides by a number of new regulations, announcement regarding which has just been made by the authorities.

It is now impossible for the owner or user of a motorcycle or, in fact, any motor vehicle, to ride to church on Sundays if he wanted to—unless he happens to be the clergyman himself. According to the latest code or rules, a rider cannot approach with his machine any closer to a church than 300 yards except in the cities. The riding of a machine on Sundays between 9 a. m. and 1 p. m. and between 6 and 9 p. m. anywhere is absolutely prohibited, except by clergymen or physicians who desire to do so in the performance of their duties.

Certain roads of the Province are closed to all motor traffic on Tuesdays, Fridays and Saturdays; others are closed on Mondays, Wednesdays, Fridays and Sundays, while still others are closed on Mondays, Wednesdays and Fridays. One road is closed only on Tuesdays and Fridays.

Another interesting regulation compels a rider or motorist to stop his machine upon meeting a person riding or driving a horse or horses on any road outside of the limits of an incorporated city or town. Upon overtaking a carriage or wagon a rider must take "reasonable precautions."

Needless to say, there are very few motorcycles in use in this Province.

MOTORCYCLE EXHIBITS

Three Quebec Distributors Have Displays at Provincial Exposition

QUEBEC, Que.—The hustling motorcycle dealers of the Ancient and Hilly City of Quebec had a busy time of it during the ten days of the annual Provincial Exposition here from August 30 to September 8. The three motorcycle merchants put on special displays of their respective lines and used large space in the local newspapers to advertise the machines they had on view.

The three local distributors include Graveline & Kennedy, who sell the Excelsior and Henderson; Quebec Skate Mfg. Co., selling the Indian and Cygnet Rear Car, and the Quebec Motor Sales Company, representing the Harley-Davidson.

MERKEL MOTOR WHEEL IN ONTARIO

HAMILTON, Ontario.—The first dealer in Canada to secure an agency for the Merkel Motor Wheel is J. W. Nelson of Hamilton. Nelson is a pioneer bicycle dealer of this city.

LONDON ACTIVITIES

Bicycle Display at Western Exposition; Gurd & Co. Make "Dollar Day" Offer

LONDON, Ont.—As usual for a great many years, the London Bicycle and Motor Company had an extensive exhibit of Indian motorcycles and Brantford bicycles at the Western Provincial Exposition at London during the week of September 10.

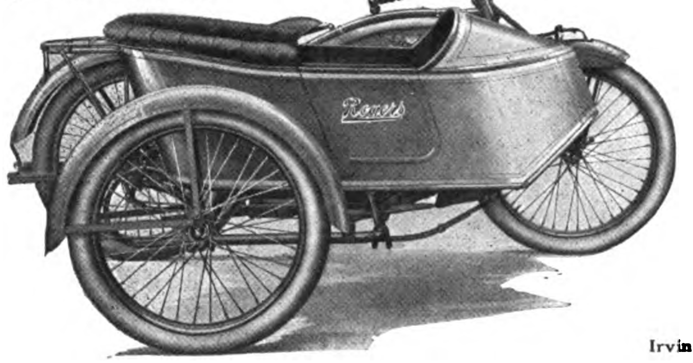
William Gurd & Co., Cleveland bicycle dealers in London, recently joined with other merchants of this city in celebrating a "Dollar Day" by advertising that a new bicycle could be bought by the payment of a small amount on delivery of the bicycle and $1 per week until the whole price is paid. The Gurd people also advertised a number of accessories, the price of which is $1.

PLANNING FOR 1918 SEASON

TORONTO, Ont.—An important meeting of the bicycle jobbers and manufacturers of Canada was held at the National Club, Toronto, on August 24, when plans were laid for the 1918 season. It was the decision of the big men of the Canadian industry to urge all retailers to stock up with bicycles as quickly as possible. Since then the National Association has approved of the movement and has given similar advice to its Canadian trade men.

CALGARY HAS TWO HUNDRED

CALGARY, Alberta.—Licenses have been issued this year in Calgary for two hundred motorcycles.



Model M
$80.00 F. O. B. FACTORY

Rogers

You'll find this name marked on the front of the best sidecars in the world.

It is the high sign of Strength, Comfort, Endurance and perfection in a sidecar.

The sidecar you will ultimately buy.

GET ONE NOW

THE ROGERS MFG. COMPANY

337 West Madison Street CHICAGO, ILL.

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MOTORCYCLE AND BICYCLE ILLUSTRATED
is the unofficial organ of the cycle industry. Its editorial and advertising columns contain more news that is of interest to the cycle manufacturer, dealer and rider than any other cycling paper.

If you have a friend who is interested in any branch of the industry you will do him a favor by handing or mailing him a copy of

MOTORCYCLE AND BICYCLE ILLUSTRATED

He will appreciate it.

450 Fourth Ave. (at 31st St.) New York City

1918

Columbia

One Word

about 1918 and Columbia bicycles. Just a word now, but you will hear a great deal more later on. Watch out for the Columbia announcement.

The year 1917 established a big shining record in Columbia history. But 1918 is going to smash that record!

The new Columbia models, in their handsome blue finish, will be streaming down road and street as never before. Our selling and advertising policy will be doubly aggressive. We are in a position to work with our dealers to the full extent of our resources.

Fall in line with us now.

Westfield Manufacturing Company

Makers of the Pope Motorcycle

WESTFIELD MASSACHUSETTS

MAX FUNGER FORMS CLUB

Excelsior Agent Takes Members on Week-End Trips About Hamilton

HAMILTON, Ont.—Max Funger, of Harris & Funger, Excelsior agents in Hamilton, was one of the first to organize an Excelsior Touring Club in Canada. Four week-end trips were made in August and more are scheduled for September. Only short dips into the country are made each Sunday, but the spirit of the touring club idea is taking a strong hold on the riders. Membership in the local organization is not restricted to any make of machine. Previous to the organization of the Excelsior Touring Club here, several attempts were made to form a club. The idea encouraged by the Excelsior company seemed to fill the bill. The riders went to it with a rush. There are about forty of them in it.

PERU TAXES OIL EXPORTS

LIMA, Peru.—The National Legislature has put a progressive export tax on petroleum and its products, including lubricating oils, benzine, gasoline, kerosene and other light distillates. The law, which has just been enacted, provides that crude petroleum and the distilled products of petroleum shall become subject to the payment of an export tax whenever the quotation in New York for Pennsylvania crude oil reaches $1.20 per barrel of 42 gallons, which is equivalent to a quotation of $8.40 per metric ton. Article 2 of the law provides that the tax shall be 10 cents per metric ton on crude petroleum and residues and 15 cents per metric ton on distilled products when the New York quotation is $1.20 per barrel of Pennsylvania crude. For every 10 cent rise in the New York quotation per barrel of Pennsylvania crude there shall be a corresponding increase of 6 cents per metric ton in the tax on crude petroleum and residues, and of 9 cents per metric ton in the tax on refined petroleum products. For the purpose of the law all products reaching 38° or above in the Baumé scale are to be considered refined.

PERU REDUCES RUBBER DUTY

William H. Handley, United States consul general at Callao-Lima, Peru, reports that in view of the difficulties attending the production and marketing of rubber produced in the Putumayo district of eastern Peru, a decree was issued on June 3, 1917, reducing by 50 per cent. the export duty on rubber from that district. The duty is collected at Iquitos, after which the rubber is exported by way of the Amazon river. The duty was formerly 8 per cent. ad valorem, being calculated on the price at Iquitos. The reduction became effective when the decree was issued. It affects a number of refiners in the United States.

DRUGGISTS USE MOTOR WHEELS

KANSAS CITY, Mo.—Twenty per cent. of the druggists in the residential district are using Smith motor wheels to make deliveries. The Schmelzer Arms Company has taken the agency for the Smiths.

A WEEK OF RACING

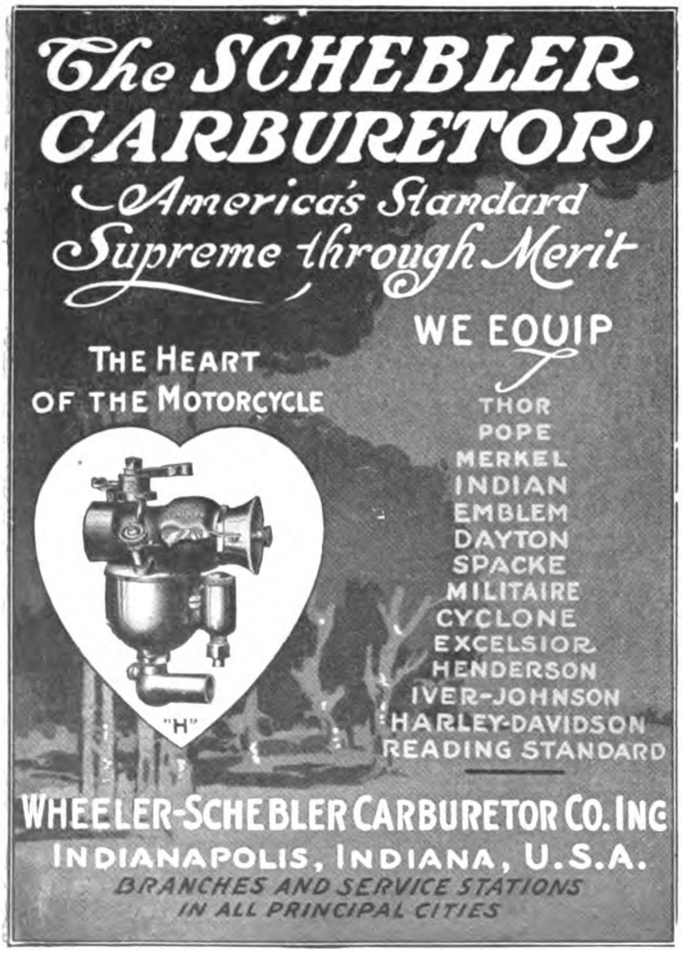
Warrensburg, Mo., Promoter Plans Big Events on Half-Mile Dirt Track

WARRENSBURG, Mo., Sept. 1.—F. C. Chadwick, a local bicycle booster, is planning a series of bicycle races to begin Sunday, Sept. 16, and end Saturday, Sept. 22. Chadwick is anxious to secure talent from out of town clubs, both in the East and West. Included in the series is a race for local boys in which bicycles will be given as prizes.

According to Chadwick's schedule he will have four half-mile races, four one-mile races, four 1½-mile races and four two-mile races. One free-for-all race is also booked for the half-mile track.

WILL TEST TRANSFORMERS

WASHINGTON, D. C.—The accurate testing of instrument transformers is of increasing importance on account of their use in measuring electrical energy, especially where it is sold in large quantities or at high voltages. Some of the State public utility commissions now require the periodic testing of instrument transformers used in the sale of electrical energy. Special assistance has been given to State commissions and the large central stations by the United States Bureau of Standards in designing special equipment for their laboratories for testing the transformers. Two such equipments have been constructed and are now being submitted to the bureau. The testing of these equipments, which include special resistance and induction apparatus, will involve considerable work.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Supreme through Merit
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BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

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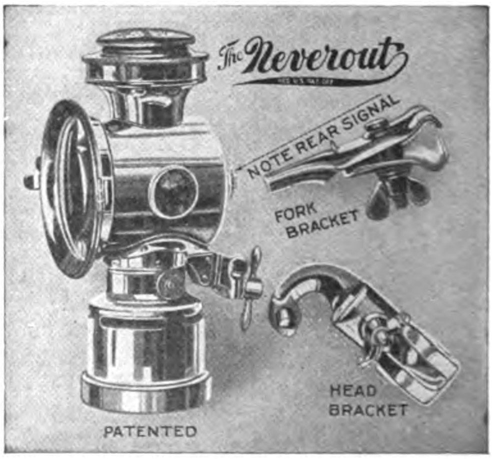

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GUARANTEED TO STAY LIT
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Write today for complete description
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933 ARCH ST. PHILADELPHIA, U. S. A.

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

Harley-Davidson Uses Remy Because Remy Is Better

No price inducement, no trick of salesmanship, put Remy Lighting and Ignition on Harley-Davidson motorcycles.

Harley-Davidson uses Remy — because Remy is better.

Not because we say Remy is better.

But because Harley-Davidson's own engineers say so—and that only after Remy has actually demonstrated its superiority.

The reason why Remy is better—and why it has been Harley-Davidson equipment for three years—is simple.

Remy studied the electrical needs of the motorcycle, and planned and worked accordingly.

It offered no hurried make-over of automobile equipment, but instead an equipment developed out of a perfect understanding of the requirements.

That is why Remy gives satisfaction on a Harley-Davidson.

That is why Harley-Davidson prefers Remy to any other electrical equipment.

And that is why it is better for you to sell Remy equipment every time you sell a Harley-Davidson machine.

Your customer pays more for it, of course; as he pays more for Harley-Davidson than for some other makes.

But you give him full value for his money.

He is better satisfied. He has better ignition and easier starting.

He has better lights and greater safety at night.

He has a better, louder warning signal.

He has greater convenience and greater comfort.

For these reasons you cannot possibly go wrong in making your big push on Remy equipment.

"First and second places were taken by Remy-equipped Harley-Davidsons in the Milwaukee Motorcycle Club's first annual 500-mile military endurance run. Remy endurance was conclusively proved by the fact that only four of the fifteen starters lasted to the finish; and the first two of these carried Remy equipment."

CONSTANT REMY SERVICE

Remy Electric Company
Sales and Engineering Offices
Detroit, Mich.
Factories and General Offices
Anderson, Indiana

$14,000,000 FOR GOOD ROADS

Federal Government Makes Third Annual Apportionment Among States

WASHINGTON, D. C.—The Secretary of Agriculture has announced the apportionment of $14,550,000 of Federal funds to be used in the fiscal year ending June 30, 1919, by the several States in the construction and maintenance of rural postroads, as follows:

Alabama, $313,456.47; Arizona, $205,540.58; Arkansas, $250,018.47; California, $456,167.23; Colorado, $257,278.92; Connecticut, $92,216.45; Delaware, $24,411.99; Florida, $170,723.88; Georgia, $403,909.45; Massachusetts, $221,261.85; Michigan, $435,356.37; Minnesota, $425,865.40; Mississippi, $268,751.60; Missouri, $508,603.98; Montana, $298,520.89; Nebraska, $319,445.25; Nevada, $193,229.82; New Hampshire, $62,610.11; New Jersey, $177,357.22; New Mexico, $238,634.55; New York, $749,674.20; North Carolina, $342,556.47; North Dakota, $229,585.91; Ohio, $558,043.42; Oklahoma, $346,489.34; Oregon, $236,332.74; Pennsylvania, $690,145.78; Idaho, $182,471.55; Illinois, $658,323.48; Indiana, $406,230.18; Iowa, $434,653.61; Kansas, $429,131.88; Kentucky, $292,984.62; Louisiana, $203,755.29; Maine, $144,807.42; Maryland, $130,871.43; Rhode Island, $34,972.38; South Carolina, $215,014.08; South Dakota, $243,175.61; Tennessee, $340.663.51; Texas, $876,986.70; Utah, $170,763.17; Vermont, $68,128.92; Virginia, $298,120.77; Washington, $216,530.19; West Virginia, $159,713.89; Wisconsin, $382,707.20; Wyoming, $183,805.78. Total, $14,550,000.

This is the third apportionment under the act, $4,850,000 having been apportioned for the fiscal year ending June 30, 1917, and $9,700,000 for the fiscal year ending June 30, 1918.

MIX ALCOHOL AND GASOLINE

PARIS, France.—In order to conserve the supply of gasoline, the army officials are using a mixture of three parts of denatured alcohol to one of gasoline. They find this satisfactory, and experience has demonstrated that the mixture removes carbon previously accumulated. Users are cautioned to watch the lubrication when burning this mixture, and if they are equipped with a splash or a combination splash and force feed, to see that the maximum level is contantly maintained. Alcohol and benzol may be used in the same proportion with the same result, and when the proportion of benzol is increased, the mixture takes on the characteristics obtained with gasoline.

STEVENS BUYS OUT ADIE

ST. CATHARINES, Ont.—Major Stevens has become the sole proprietor of the firm of Stevens & Adie, St. Catharines, Ont. Major Stevens recently returned from the firing line and Mr. Adie is still there. Stevens is being assisted by Jack Godfrey, a former bicycle racing chamipon of England. Godfrey gained fame as a member of the crack Chater Lea racing team. The company has sold 200 bicycles this season already. They plan to hold a bicycle picnic before October.

GOODYEAR LECTURES ARE GIVEN

MILWAUKEE, Wis.—The important cities of Wisconsin are being visited by representatives of the Goodyear Tire & Rubber Company, who are calling on tire dealers, shoe retailers and the allied trades. They are accompanied by a corps of lecturers, who give moving picture shows to the dealers during the dinners given by the factory representatives. The lectures and pictures describe Goodyear factories and methods.

RACES AT BRANTFORD

Vic Walker Wins Bicycle Event; Poor Track Balks Motorcycle Feature

BRANTFORD, Ont.—A bicycle and a motorcycle race were staged on the dangerous track at Brantford on September 3, in connection with the field day of the Great War Veterans' Association. The bicycle event brought out a number of promising young racers of local address, and the winner was Vic Walker, who has captured a number of prizes around Ontario this year—his first season as a racer. Second man was C. E. Bonny, and third was P. Bruce.

All but two motorcycle riders declined the issue when the motor speed feature was called, because of the questionable condition of the track. It happens that the grandstand at the Brantford fair grounds is located in the center of the track, and there are no protecting fences around the oval. There were non-competing automobiles and motorcycles and spectators on the track practically all the time and the curves are very dangerous because of their sharpness and also because of the proximity of trees. Nevertheless, Jack Fraser showed a creditable burst of speed with his Harley-Davidson twin and easily lapped his lone rival in a five-mile contest.

WOLTERSCHIED INCREASES SPACE

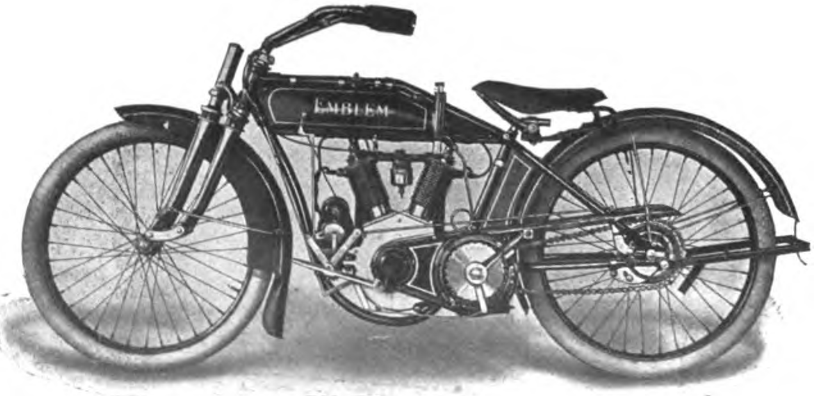
SAN DIMAS, Cal., Sept. 1.—Because of increased business Joseph Wolterschied, who handles the Indian and Excelsior lines, has leased the entire building. This almost doubles his space.

EMBLEM BICYCLES

ARE BUILT FOR LONG
SATISFACTORY SERVICE

The progressive dealer who secures the agency for the Emblem line of Bicycles is on the road to business independence.

The Emblem Bicycles possess the racy lines and the variety of styles and finishes that attract prospects and quickly closes the sale. They hold more mileage records than any other bicycles made in America. Dealers write for further information.



$175.00

The LITTLE GIANT
TWIN EMBLEM MOTORCYCLE

is the most remarkable machine in the world for the money. It weighs but 200 pounds, yet is as strong and will do as much as any machine weighing 300 pounds. It will make 45 to 50 miles per hour and is the ideal machine for touring.

Send today for our handsome catalogue of Motorcycles and Bicycles and if your dealer cannot give you all the information you desire write us direct for literature.

The Emblem Mfg. Company
Angola, N. Y.

I am the Camp Fire Girl—

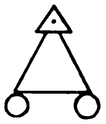
"*HOLD on to Health*—is a law of the Camp Fire Girl.

So much does our organization think of bicycling that it offers *honors* for mileage—one for each 40 miles made in any 5 days.

That's where I shine—but there is a secret to my success.

My New Departure Coaster Brake has helped me win that honor many times—it makes riding so easy, so much fun, so safe.

The other girls are fast learning the secret too and now nearly all have New Departure Coaster Brakes."



This sign stands for bicycling ability.

The Camp Fire is to girls what the Boy Scouts are to boys. Both urge bicycle riding strongly.

This goes to show that it is just as easy to organize bicycle clubs for girls in your neighborhood as for boys. If you need any advertising to show the girls how much fun there is in bicycling, drop us a line.

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

STANDARD PEDALS

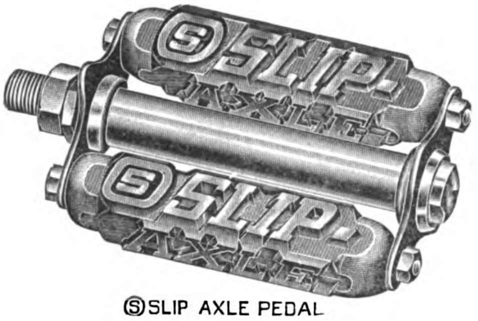
AND
DIAMOND
E

SPOKES **NIPPLES**

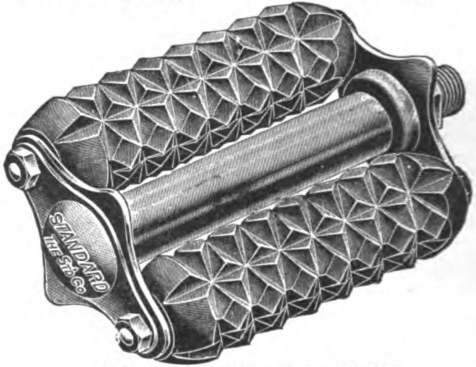
have been the selection of discerning cycle riders ever since their introduction. Dealers have found in them substantial assistance, as cycles equipped with them sell better than those without.

Dealers; write for literature and learn of the alluring proposition we have to offer you.

The Standard Company
TORRINGTON, CONN.



ⓈSLIP AXLE PEDAL

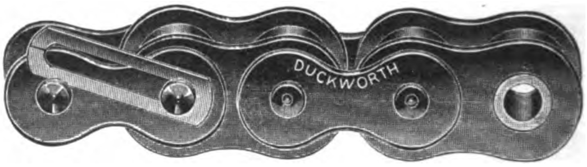


STANDARD No. 3 MOTOR CYCLE PEDAL

The confidence of Henderson riders comes of having seen four-cylinder power "make good" year after year in practical service.

Henderson Motorcycle Co.
DETROIT

HENDERSON



DUCKWORTH

HEAVY SPECIAL

MOTORCYCLE CHAIN

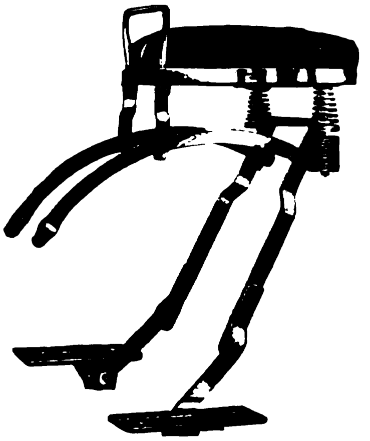
This is a splendid chain for

SIDECAR TOURING, FOR COMMERCIAL WORKS OR FOR RACING

No. 75—¼" wide, ⅝" pitch
No. 175—⅜" wide, ⅝" pitch

Duckworth Chains are standard equipment on Harley-Davidson Motorcycles for 1918

Duckworth Chain & Mfg. Co.
SPRINGFIELD, MASS.



Did You Ever Notice?

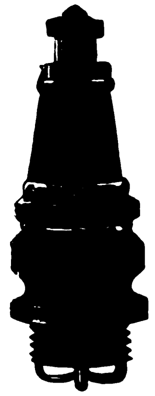
That years of service do not create the slightest play in the

F-N. TANDEM

It remains firmly where it is first attached.

Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT MICH.

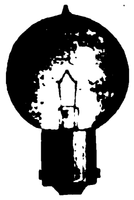


BENTON SPARK PLUGS

are case hardened and are so carefully made of the very best material that you can put your confidence in Benton Service and not be disappointed. They make good every time.

TRY THEM ONCE AND YOU WILL USE THEM EVER AFTER

L. F. BENTON COMPANY
Vergennes, Vt.

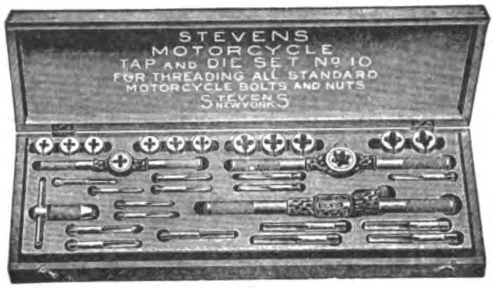


Federal Mazda Bulbs

For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

Can be obtained from any Federal Agent or from

Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.



A Good Threading Set

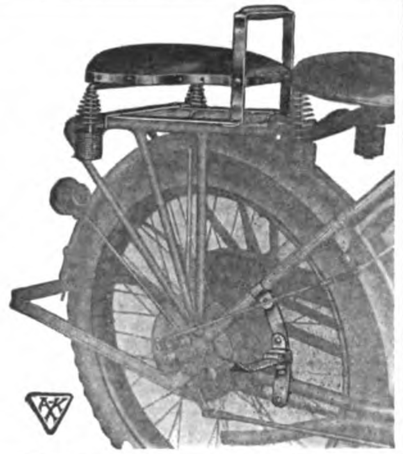
This set is complete—that means it will duplicate the threads on every motorcyple on the market. There are 13 adjustable dies, 15 machine taps, 2 stocks, 2 wrenches and screwdriver. We have made sure this set is right in quality. Set in hardwood case. Price $10.00. Discounts from your jobber.

Mfrs. of Bicycle, Motorcycle Accessories. **STEVENS & CO.** **375 Broadway, New York**

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio. U. S. A.



A-K TANDEM SEAT

Seat and Rests fit Harley-Davidson, Excelsior, Thor, Pope, Merkel and others that have built-on carriers. The seat can be braced and has a conveni- attached in a few minutes, is strongly made, properly ent hand-hold. The cushion is well padded and covered with leather. The springs are of the new suspension type, giving the maximum of ease in riding.

The Rests are of the folding type.

Complete with instructions for attaching, $7.50.

Write for leaflet giving full details.

ANGSTEN-KOCH CO.
4062-4068 Princeton Ave.
CHICAGO, ILL.

AIM
AUBURN
SPARK PLUGS

DO ALL THAT PERFECT PLUGS ARE EXPECTED TO DO. THATS WHY THEY ARE IN SUCH DEMAND. TRY THEM.

AUBURN IGNITION MFG. COMPANY
AUBURN. NEW YORK.

POINTERS ABOUT PATENTS

Before you apply for a Patent write for this new booklet. An invention worth making is worth protecting. Patents procured in all countries. Full information on request.

LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

Special Service Department

EXCELSIOR - SERVICE

Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

STANLEY T. KELLOGG Eastern Distributor
Bridgeport Conn.

Rogers **SIDECARS**

NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

IRVING BECK
70 East 131st St. Phone Harlem 7083

Motorcycle Tires

Parts and Supplies

Also

BICYCLES and SUPPLIES

WHOLESALERS and JOBBERS

CITY SUPPLY CO.

56 Warren Street New York

HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experience.

HARLEY-DAVIDSON SALES CO.
533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway,
Jersey City, N. J.
NOTE: Only 20 minutes from Broadway, N. Y.

National Dealers' Directory

NEW YORK CITY

DAYTON and EXCELSIOR
PARTS, REPAIRS AND SUPPLIES
DRISCOLL & JEANROY
200 West 120th Street, New York
Phone 3352 Morningside

HARLEY - DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
302 West 13th St. Phone 3986 Chelsea

HARLEY-DAVIDSON SALES CO.
Distributor
Harley Davidson Motorcycles and Bicycles
New York Bronx Branch
533 West 110th St. Webster Ave. at 165th St.

INDIAN
HARLEM DISTRIBUTER
Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
1601 PARK AVE. Tel. Harlem 2337

The Summit Cycle & Auto Supply Co.
2964 Boulevard, Cor. Newark Ave.
Bicycles, motorcycles, automobiles, supplies for everything on wheels, repairing, storing.
Jersey City, New Jersey Phone Conn.
Note: Only 20 minutes from Broadway, New York

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN *and* EXCELSIOR
Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

STERN BROS. ***INDIAN***
Storing, Repairing and Supplies
79th St. and Second Ave. Tel. 1988 Lenox.
Garage, 449 East 83d St.
Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

BROOKLYN

"BOB" BRAZENOR
Brooklyn Distributor
HARLEY-DAVIDSON MOTORCYCLES
1157 Bedford Ave. 584 Jamaica Ave.
Tel. Decatur 1764 Tel. Cypress 4740
Brooklyn, N. Y.

FRANK P. BAKER
BROOKLYN DISTRIBUTOR
***Indian* Motocycles**
1060-1062 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

BEN RUDERMAN
Greater N. Y. Distributer
THOR MOTORCYCLES
Brooklyn Agent Cleveland Lightweight
Write for catalog and our easy payment plan
1631 Bedford Ave., Brooklyn

PROVIDENCE

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

LONG ISLAND

INDIAN
CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 406J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
SERVICE STATION: 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE—Motorcycle and bicycle sporting goods business. Indian agency, well equipped repair shop, good paying business. Located in a well known Pennsylvania oil town. Will be sold for half price. Address "Penn," care of Motorcycle and Bicycle Illustrated, 450 Fourth Ave., New York City.

FOR SALE—Brand new Single Bar Cyclemotor, never used, $45.00. Callwell's Motorcycle Agency, 68 Broadway, Newburgh, N. Y.

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—Closing out stock. Corbin-Brown speedometers, rear drive for Indian and Excelsior, $7.50. Stewart rear drive for Harley-Davidson, $7.00. Combination tank and headlight bracket for Excelsior, regular $2.50, $1.10. 28 x 2½ United States studded first quality, $5.25. Satisfaction guaranteed or money refunded. Roy F. Hansen, 20 Vine Street, Sharon, Pa.

FOR SALE—1914 twin single speed Excelsior, $75.00. Particulars on request. Ralph Bonney, Bradley, New York.

FOR SALE—Dayton motor bicycle; almost new; 1917 clutch model; $45.00 f. o. b. Anaconda, Mont.

FOR SALE—Steel portable garage, built especially for motorcycle with sidecar, good as new. Price $25.00. F. O. B. Cars. Photo sent. Harry Bradley, 2310 Sewell Street, Lincoln, Nebr.

FOR SALE—One 1913 Indian engine complete with magneto and carbureter, $30. 1 frame, $5 1 rear wheel with coaster brake, $5. Gasoline tank, $3. Handle bars with controls, $4. Clutch complete, $7. A large assortment of parts at house cleaning prices. Pratt's Motorcycle Shop, Brownsville, Pa.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

USED EXCELSIOR PARTS—We are wrecking a number of Excelsior motorcycles and will have all parts up to the 1915 model for sale at 50% from present list prices, and will have parts for 1915 and later at 40% from list. All parts O. K. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—1916 Smith Motor Wheel (will be shipped from factory, now being overhauled), $35. One nearly new, latest 1917 Smith Motor Wheel, $45. Will exchange these into a latest 1917 model Indian NEW motorcycle, one that has never been used. Will pay difference in cash. Dealers write me. W. D. Hurst, Smith Motor Wheel Agent, Middleboro, Kentucky.

FOR SALE—Motorcycle and Bicycle business, 10 years established, within 50 miles of Boston. Harley-Davidson and Cleveland agency. 100 motorcycles and 85 bicycles. Best equipped repair shop in New England. Good paying business. Good reason for selling. Will sell part on time. S. H., care of Motor Cycle Illustrated.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

MISCELLANEOUS

WANTED—Motorcycles wanted, must be bargains only and not abused. Theo. Hanson, Halfa, Iowa.

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota.

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

HELP WANTED

WANTED—Machinist familiar with Harleys and Indians. Will pay best salary in South. Must be honest and reliable, and good repairman. Wire at my expense. E. W. Watson Augusta, Ga.

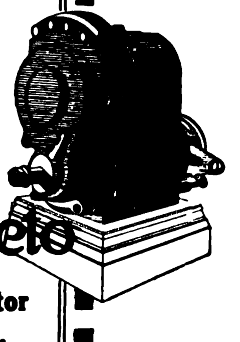
WANTED—One first class motorcycle mechanic on Indian motorcycles and one salesman. We want first class men only. Sykes Motor Co., 37 E. Long St., Columbus, Ohio.

WANTED—First class bicycle repairman, one that can wait on front as well as shop work. Married man preferred. Must be honest and reliable. Good salary and steady work. Address "Business," care Motor Cycle and Bicycle Illustrated.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.

Worth More

Does More

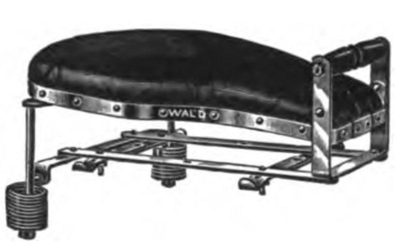


The Berling Magneto

Just ask for it on your next motor

Ericsson Manufacturing Co.

1116 Military Road Buffalo, N. Y.



No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

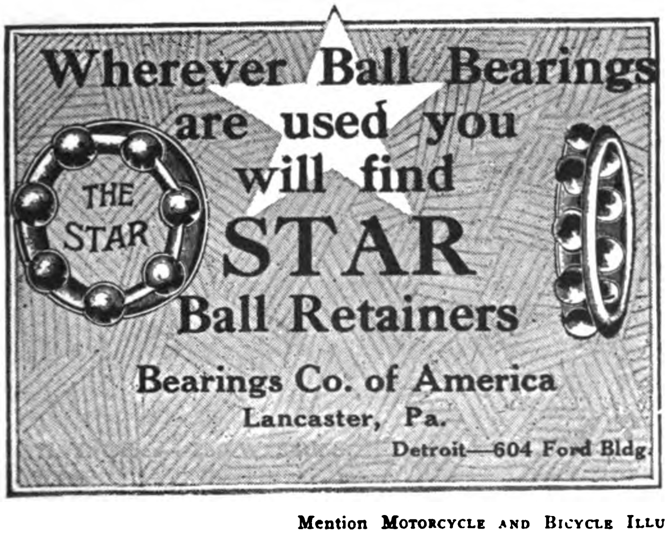
Retail Price

$7.50

Complete

WALD MANUFACTURING CO.

Dept. F **SHEBOYGAN, WIS.**



Wherever Ball Bearings are used you will find

STAR

Ball Retainers

Bearings Co. of America

Lancaster, Pa.

Detroit—604 Ford Bldg.

Thousands of Prospects

Are reached each week through the classified columns of Motor Cycle Illustrated. And the cost of putting your proposition before this great buying power is only three cents a word per single insertion and two cents a word when repeated.

If you've got something to sell—don't delay, send your ad to the classified department—THE BIG RESULT GETTER.

Motorcycle and Bicycle Illustrated

450 Fourth Ave., New York

ANNOUNCEMENTS!

The next few weeks will witness several important announcements in MOTORCYCLE AND BICYCLE ILLUSTRATED.

WATCH FOR THEM

and learn what the big manufacturers have planned for 1918.

MOTORCYCLE AND BICYCLE ILLUSTRATED
450 Fourth Avenue, New York.

THE BIG

EXCELSIOR
MOTOR MFG.
EXCELSIOR
AUTO CYCLE
AND SUPPLY
COMPANY

ANNOUNCEMENT

Covering the Entire Line of

Series Nineteen

Will Appear In

MOTOR CYCLING AND BICYCLING - - - - - - Sept. 24th
MOTORCYCLE AND BICYCLE ILLUSTRATED - - Sept. 27th
Pacific Motorcyclist - - - - - - - - - - - - - - Oct. 4th

Brim full of new and exclusive features and a new Dealer's Proposition

Watch for It

Excelsior Motor Mfg. & Supply Company

3701 Cortland Street **Chicago, Ill.**

BLUE STREAKS

TRADE MARK REG. U. S. PAT. OFF.

GOODYEAR
AKRON

Changing Methods of Retailing Demand These Tires

The steadily increasing sales of Blue Streak Tires do not indicate at all that the methods of retailing bicycle tires have been entirely revolutionized.

They do indicate that retailing is rapidly changing.

Matters are going as they have already gone with every other considerable class of retailers.

The "exclusively" sold lines decrease in importance and every dealer relies largely on one or two *universally* sold tires, such as the well-advertised Blue Streak.

During the next few months this will be the case to an even greater extent than it is now.

Fluctuating manufacturing costs for "exclusive" lines will hasten it for the dealer.

Public knowledge gained from advertising will hasten it with the consumer.

There may always be room for a few "exclusively" sold and expensive tires.

But the place for Blue Streaks will grow more and more important.

They satisfy the great mass of worth while customers with their price and worth.

Their manufacturing cost is made staple by our one-tire policy which enables us to standardize manufacturing costs.

The same policy enables you to diminish unwieldy and profit-eating tire stocks.

The consistent advertising hastens turnovers.

No other generally sold line offers you these advantages in equal measure.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

427
GEM CITY TIRE SHOP
·VULCANIZING·
TIRES
TUBES
ACCESSORIES
BLUE STREAKS

THE GEM CITY TIRE SHOP, ERIE, PENNA.

Selling the Dayton Motor Bicycle in Erie

THE managers of the Gem City Tire Shop at Erie, Penna., are two men who are brim full of enthusiasm, who believe in the liberal use of printer's ink and who are convinced that the Dayton Motor Bicycle is a good thing.

Their business this last season with the Motor Bicycle has grown steadily and rapidly, and they are planning to do still more business next year.

They have had fine success in selling to men who work in offices and shops. These men are delighted with their new means of getting to and from work, and are valuable boosters for the Dayton Motor Bicycle and the Gem City Tire Shop.

Merchants in Erie have become convinced that the Motor Bicycle is the ideal machine for quick delivery service. The dry cleaning department of the United States Laundry has just equipped a Motor Bicycle for delivery purposes and now specializes in rapid deliveries.

Enthusiasm, printer's ink and the Dayton Motor Bicycle is a combination that will make for success in your city as it has done in Erie and hundreds of other places.

If you are in position to push a machine that will bring you good profits, you will be interested in the Dayton Motor Bicycle dealer's proposition.

Every Motor Bicycle rider is a booster for the machine and the company that sells it.

THE DAVIS SEWING MACHINE COMPANY

538-548 Linden Ave. **Dayton, Ohio**

BY EVERY TEST

applied to motorcycle manufacturing and motorcycle merchandising, Indian Motocycles are today, even as they have been since the very beginning of motorcycle history, LEADERS in mechanical development as well as FIRST in sales!

This is an indisputable fact!

And to those Indian dealers already "cashing in" on this leadership, it has meant a profitable business unapproached by any other group of dealers!

To those men seriously considering entering the retail motorcycle field or making a change in their present connections, it means even more—for if it is their desire to represent the motorcycle with the greatest sales demand and consequently with the greatest profit, their choice must be Indian!

When considering the Indian proposition don't forget Indian Bicycles—for in the short period of 2 years Indian Bicycles, by sheer force of uniform quality and advance design, have climbed to the supreme position in the single-trademark field!

It's the Indian dealers who reap the richest returns.

Indian territorial arrangements for 1918 will soon be considered —no better time than now to write regarding YOUR territory!

Indian

HENDEE MANUFACTURING COMPANY

(Largest Motorcycle Manufacturers in the World)

SPRINGFIELD, MASS.

Champion

Toledo

Dependable Spark Plugs

The price of Champion Heavy Duty is $1.00.

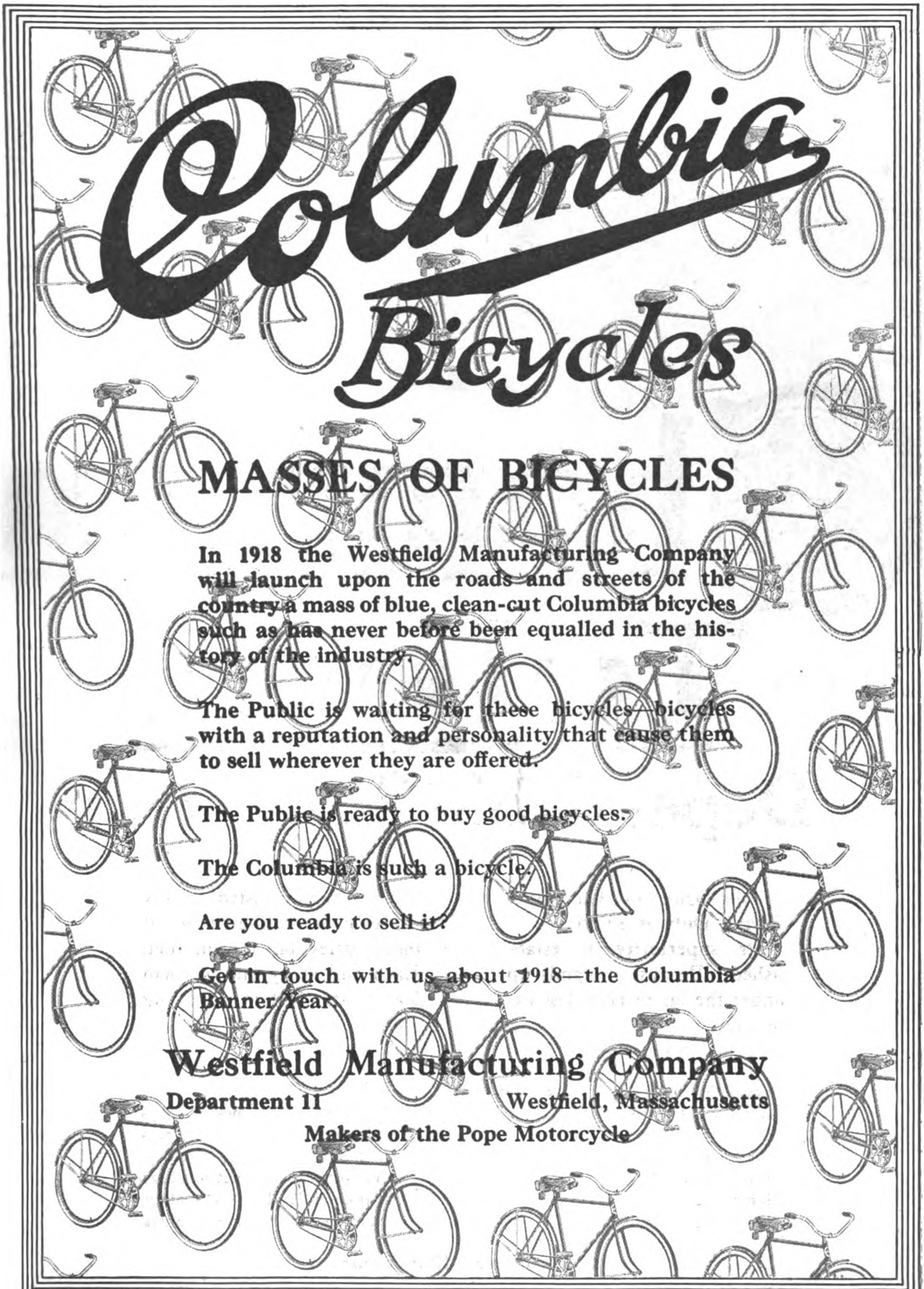
Its superiority is established. Because it stands up under the jar of countless explosions, and does not miss, crack or weaken.

The names listed below represent the highest types of motorcycles on the market. Each and every one of them leaves its factory carrying Champion Spark Plugs as regular equipment.

"Thor" Motorcycles	are	equipped	with	Champion H. D. metric plugs
"Cleveland Lightweight"	"	"	"	Champion H. D. metric plugs
"Dayton"	"	"	"	Champion H. D. metric plugs
"Harley-Davidson"	"	"	"	Champion H. D. 7/8-18 plugs
"Flying Merkel"	"	"	"	Champion H. D. metric plugs
"Schickel"	"	"	"	Champion H. D. 7/8-18 plugs
"Smith Motor Wheels"	"	"	"	Champion H. D. metric plugs

Champion Spark Plug Company

1718 Upton Avenue **Todelo, Ohio.**



Columbia Bicycles

MASSES OF BICYCLES

In 1918 the Westfield Manufacturing Company will launch upon the roads and streets of the country a mass of blue, clean-cut Columbia bicycles such as has never before been equalled in the history of the industry.

The Public is waiting for these bicycles—bicycles with a reputation and personality that cause them to sell wherever they are offered.

The Public is ready to buy good bicycles.

The Columbia is such a bicycle.

Are you ready to sell it?

Get in touch with us about 1918—the Columbia Banner Year.

Westfield Manufacturing Company
Department 11 **Westfield, Massachusetts**
Makers of the Pope Motorcycle

REMARKABLE ! !

Say, even, our most active competitors of this, the latest **HARLEY-DAVIDSON** proof of supremacy.

On Thursday night, Sept. 13th, J. B. Werner, Harley-Davidson dealer at Passaic, N. J., arrived in Chicago having covered the distance of 932.6 miles from New York in (elapsed time) 43 hours and 14 minutes.

His actual riding time was 39 hours and 3 minutes.

E. B. Holton, of the New Jersey Motorcycle Club, was sidecar passenger and official checker for the F. M. A., the test being sanctioned by that body.

The motorcycle and sidecar used were strictly

HARLEY-DAVIDSON

stock machines and both came through the hard trial without developing trouble of any kind.

Thus does the Harley-Davidson establish a new record for continuous going, as Mr. Werner's performance sets a new mark both for solo and for sidecar riding.

That the motor was not touched and that not a breakage of any kind occurred on the entire trip attests the sturdiness of the Harley-Davidson product.

Our beautifully illustrated catalogue will tell you all about our latest machines. Write for it today.

**HARLEY-
DAVIDSON
MOTOR CO.**
MILWAUKEE, WIS., U. S. A.

MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation
450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department
H. A. Williams, Adv. Mgr.
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Editorial Department
J. H. Donehue, Editor
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Subscription, Per Annum (Postage Paid).................$2.00
Foreign and Canadian Subscriptions..................... 3.00
Single Copies (Postage Paid)........................10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

TELL US ALL ABOUT YOUR CLEVEREST REPAIR JOB

The first batch of letters in the Clever Repair Stunt series will be found on pages 16 and 17 of this issue. Look them over and then see if you can "go them one better." You are at liberty to write as many letters as you please, and you will receive a dollar for each one that is printed.

GET YOUR "CLEVEREST REPAIR STUNT" ON RECORD; IT WILL INTEREST OTHER MOTORCYCLISTS

MORROW
COASTER BRAKE

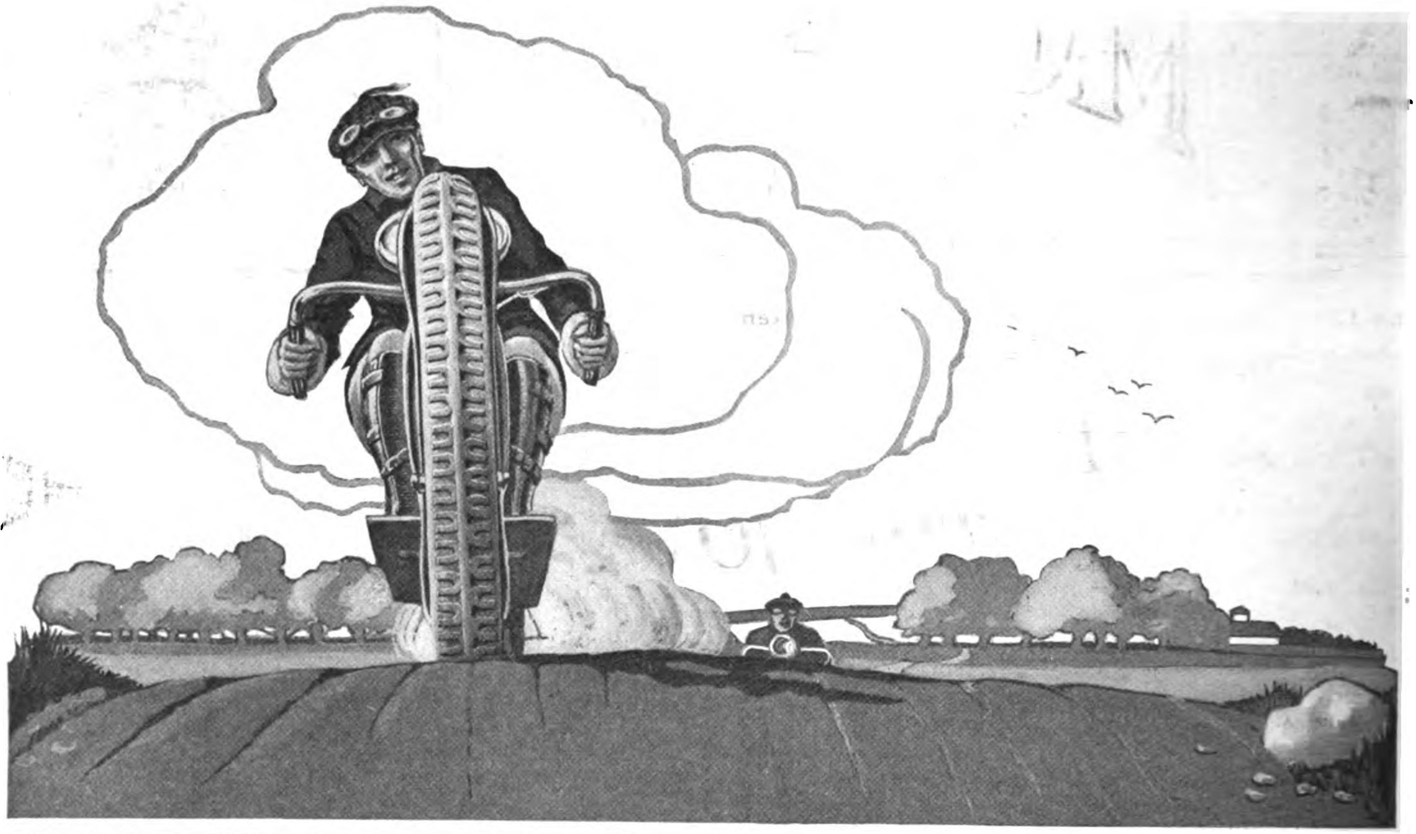
To the manufacturer, the dealer and the rider we say, if you will equip the cycle you make, sell or ride with the Morrow Coaster Brake you will have secured the best braking device the mechanical world has yet produced.

Twenty years of continuous use under all road conditions justify the above statements and our long established reputation guarantees its accuracy.

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE"

Send for our literature.

Eclipse Machine Company, Inc.
Elmira, N. Y.
Licensed Coaster Brake Manufacturers.



On the Climb!

The rapidity with which **United States 'Usco' Tread Motorcycle Tires** are climbing into universal popularity with motorcycle enthusiasts is sufficiently apparent to induce "live dealers" to specify them when ordering their stock of motorcycles.

For in hill-climbing contests, as well as in the 24-hour record-breaking performances and every day service, their ground-gripping anti-skid efficiency, their resiliency and wear are proving their superiority.

So when you specify **United States 'Uscos'** you'll be getting the tires that a rapidly increasing number of your customers want.

You'll be getting the tires that will give the maximum satisfaction to those few customers who don't happen to know the superior mileage-giving qualities of **United States 'Uscos'**—and every bit of satisfaction you can give a customer means that you make him so much more friendly to you—so much more a steady visitor to your shop.

United States Motorcycle Tires are GOOD Tires

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World

— NICK — COSSENAS

MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 New York, September 20, 1917 Number 38

ADVENTURING ALONG THE JOY-O'-LIFE TRAIL

How and Why Two City Dwellers Cast Off the Yoke and Sought Solace in the Open Places; Impressions Garnered on an Interesting Sidecar Expedition from N'Yawk to Chi.

By C. P. McDONALD

THERE are various and dubious ways of spending one's summer vacation and the bundle of kopeks one takes with one.

The modern Izaak Waltons will scoff at anything other than making merry with the morose muskie and the flirtatious bass, yet be content with a mess of bluegills.

The present-day Nimrod will warn you against any and every pastime that eschews trekking the fen for the fleet fawn, the pensive panther, and the querulous quail.

The canoeist, too, must have his inning, as likewise must the Chautauqua, the calm camper, the mountain climber, the globe-trotter, the jitney jogger, the auto tourist, and the gay and garrulous golfer.

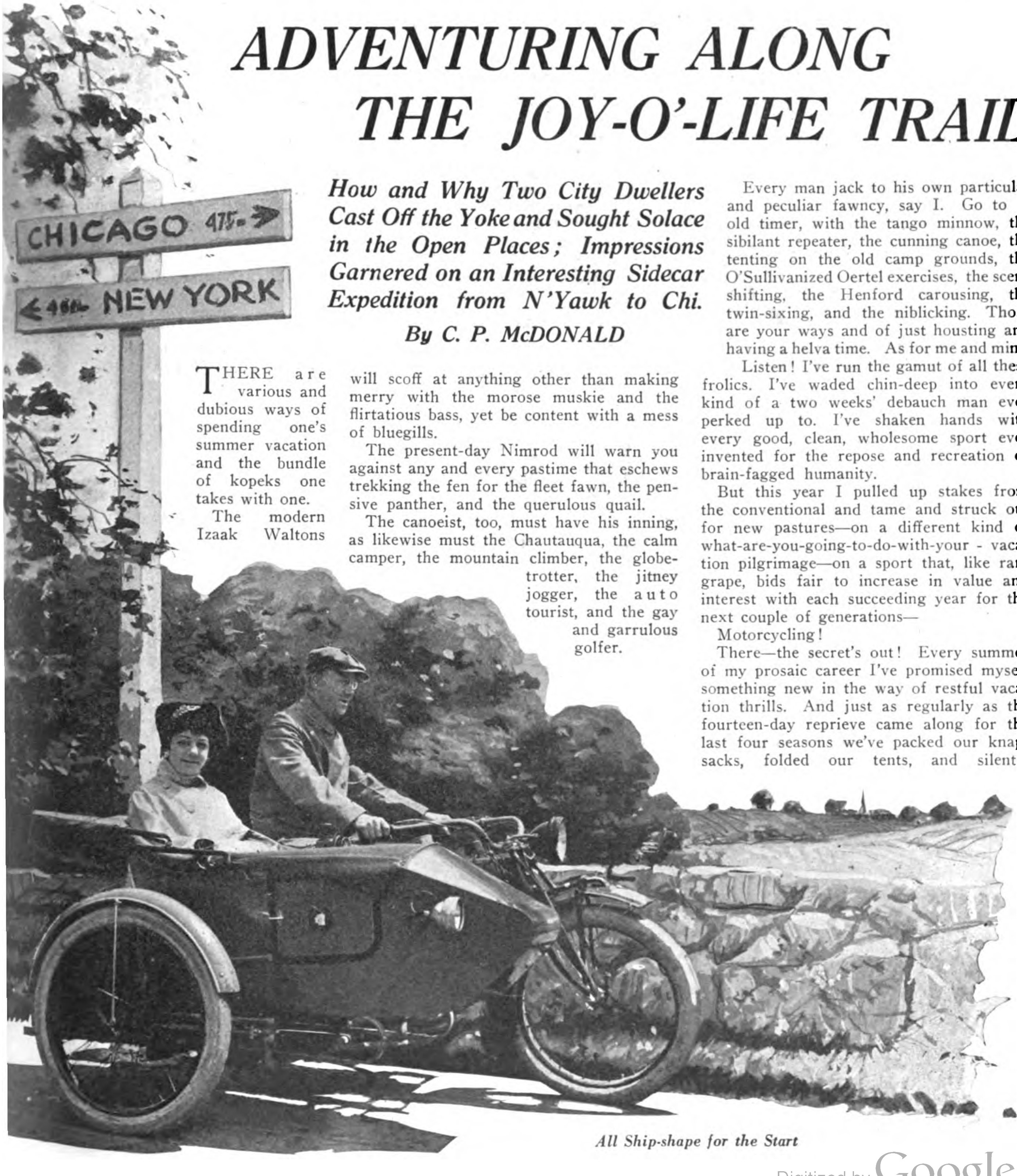
Every man jack to his own particular and peculiar fawncy, say I. Go to it, old timer, with the tango minnow, the sibilant repeater, the cunning canoe, the tenting on the old camp grounds, the O'Sullivanized Oertel exercises, the scene shifting, the Henford carousing, the twin-sixing, and the niblicking. Those are your ways and of just housting and having a helva time. As for me and mine.

Listen! I've run the gamut of all these frolics. I've waded chin-deep into every kind of a two weeks' debauch man ever perked up to. I've shaken hands with every good, clean, wholesome sport ever invented for the repose and recreation of brain-fagged humanity.

But this year I pulled up stakes from the conventional and tame and struck out for new pastures—on a different kind of what-are-you-going-to-do-with-your - vacation pilgrimage—on a sport that, like rare grape, bids fair to increase in value and interest with each succeeding year for the next couple of generations—

Motorcycling!

There—the secret's out! Every summer of my prosaic career I've promised myself something new in the way of restful vacation thrills. And just as regularly as the fourteen-day reprieve came along for the last four seasons we've packed our knapsacks, folded our tents, and silently



All Ship-shape for the Start

sneaked away back to the frau's folks in Chicago in order that we might swelter and swoon and commiserate with them.

Having for three years written and prepared the advertising campaigns for one of our foremost makes of single-trackers, I finally succeeded in selling myself a complete outfit, including sidecar.

In all the years I had penned tomes of effervescent lore on the pastime and pristine pleasures of motorcycling and the mechanical perfection and simplicity of this particular mount, never once had I written from experience, but had based my arguments purely and simply on hearsay, a study of my product, and the enthusiasm of the riders with whom I came in soft-spoken contact and communion.

It was only early this season that it dawned on me that perhaps I had too long delayed getting in the generous saddle and making Baker, Artley, et al, look like cheap selling-platers.

I blushingly realized that I had been a puiker—an unbeliever—a rank deceiver of the purest ray serene. I recalled a few yarns I had heard about the advertising counsel of a world-famous razor who daily visited a Venetian tonsorialist to rid his square and determined chin of its overnight coiffeur, of the man who advertised a well known and popular brand of garter, but who permitted his own Interwovens to droop about his trim shanks becaused he feared said garters—warranted not to bind—would interfere with the free and riotous racing of his corpuscles; and, again, the chap who spent hundreds of thousands of megs in boosting the sales of a justly celebrated breakfast hay, but who preferred to tickle his four bells palate with the dyspeptic's delight—chicory and sinkers.

That Boston Slang

And here was I, spouting lustily—at an average of ten dollars a word lust—and inkily about one of the greatest motor-propelled conveyances the world is blessed with, and never a short city square (devilish Bostonese slang for block) had I spun on or in one of 'em! A rarity, you say—an advertising man with a conscience. Oh, well—

In the matter of outfit completeness, I'm riding right out in the front ranks with the slickest of 'em. I can't emulate the modest violet—I must brazenly admit the possession of the Rolls-Royce, Pierce-Arrow, Packard, or Mercer of motorcycledom. I know of nothing that would add to its beauty, convenience, snappiness, totality, or expense. It's there, bearing every possible inch of all kinds of decoration, ornamentation, and equipment that promotes every thrill and ease a motorcycle fan should have—something like five hundred dollars worth of it; and if I should die tonight—

Read the following list of paraphernalia and appurtenances thereunto belonging. Read it, I say, then tell me what more it ought to have:

Electrically equipped 1917 Indian motorcycle with Powerplus motor, khaki enameled.

1917 Indian sidecar, also military drab.

Pennsylvania vacuum cup tires.

Pennsylvania butt end puregum inner tubes.

Corbin-Brown speedometer.

Corbin-Brown speedometer illuminator for night riding.

Specially constructed 3-foot steel flanged and reinforced luggage carrier under sidecar.

Specially built trunk to fit luggage carrier.

One-man leather top and side curtains.

Footboard step on sidecar.

Adjustable footrest in sidecar.

Handphone.

Grinnell gauntlets.

Schrader universal tire pressure gauge.

Lewis Nojar rubber retained clock.

Eveready tungsten flashlight.

Stoll tandem seat.

Ponchas, dustless goggles, linen dusters, folding water pails, quart of Lyknu polish.

Good health and enthusiasm.

You can't let an outfit like that stand around unseen and unloved. So I told the good wife we were going to spend our vacation somewhere in the jungles of Fifth Avenue, New York, and vicinity. I'm a timid soul and do not usually venture far afield with a strange steed.

I must hand it to the Missus. She's an unsophisticated soul, full of originality and terribly—O, so frightfully terribly—venturesome of spirit.

The Croton water works, Coney Island, the Brooklyn Bridge, the Boston Post road, Fort Schuyler, and Riverside drive were commonplace. They held no enchantment for Betsy—the monicker we fastened on our trusty outfit. The Missus wanted to give it a regular he-name, but I strongly demurred, saying her ankles (the machine's, certainly!) were trim and she had the appearance and grace and willowy figure of a land yacht, and nobody would even think of calling a smart, smack yacht by a vulgar masculine handle.

"Let's take a different trip—go somewhere we haven't been," said she.

"Let's," I agreed, having in mind Hackensack, faraway Tarrytown, or perhaps Flatbush and Yonkers. You can ride right through those places—it isn't necessary to stop.

"Chicago," Says the Missus

"New York to Chicago would be about right," said she. Not an eyelash bat, not a stutter. Just as one would say casually, "Home James; stopping for a moment at the Van Winckler's at Honolulu."

As a mechanic and electrician, I'm a riot steeplejack. You can't admit simple inefficiencies like these to a woman, however, particularly one who has taken you for much the worse on your own statement that you've a fine working knowledge of all the finer arts.

Grandiloquently, I acquiesced. An advertising man, like every other faithful cohort, will tackle anything once.

So here I am, back on the copy desk, gleefully chronicling and chortling over the one real, honest-to-God joyride of my placid, workaday, uneventful young span.

The Sidecar Sports Its Storm Dress Through a Shower

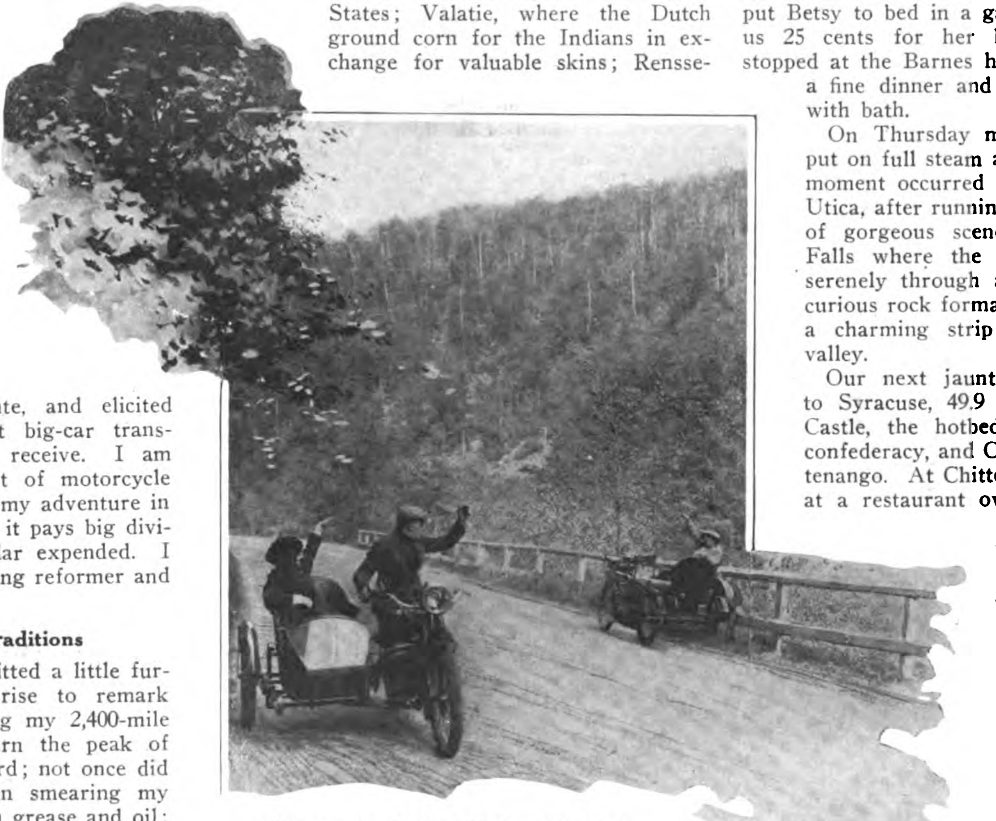
Here's how it happened, in full detail.

We laid out a fine little itinerary for the trip from New York to Chicago. It involved a mere matter of two hundred miles a day. All of which shows that it is the innocent novice and not the hardened veteran who indulges in day dreams and idle fancies. There is nothing like faith in the propelling force that you have selected to convey you hither and yon on such a crusade.

According to the Automobile Blue Book, our constant guide, companion, and friend, our first day's destination was "Fonda; RR. station on left. Straight thru."

But I anticipate. Our story opens on the morning of the Fourth of July, a morning which proved itself hardly auspicious of such an undertaking nor conducive of faith in getting anywhere. Wet, muggy, overcast, it gave us a dismal sendoff. A few hours later, however, it cleared up ideally, so we need not dwell upon the unhappiness of the getaway.

Our raiment of linen dusters, Grinnell gauntlets, and other habiliment lent a bit of tone to the equippage. For I always have held, and now maintain stronger than ever, that the clean sport of motorcycling calls for cleanliness and neatness on the part of the riders. And I might add in passing that we had traveling togs that did full justice to our conveyance, that admitted us to the best hotels en route, and elicited every courtesy that big-car transcontinental tourists receive. I am a vigorous exponent of motorcycle dignity for I've had my adventure in cleanliness and know it pays big dividends on every dollar expended. I am a motorcycle riding reformer and glory in it.



The Joyous Hail of Fellow Tourists in the Mountains

Shattering Traditions

If I may be permitted a little further digression, I rise to remark that not once during my 2,400-mile expedition did I turn the peak of my cap to the leeward; not once did I seek distinction in smearing my face and clothes with grease and oil; not once did I, joyously or otherwise, take a snapshot of my precious outfit floundering hopelessly in the mud and clay of either of the five States we traveled in; not once did I refuse to give up the road in response to a horn signal from an automobile overtaking us; not once did I "beat it" at the expense of my engine, in a mad effort to crowd on speed in excess of my machine's capabilities; not once did I take a chance and gamble with the life of my fair passenger or with my own; not once did I come anywhere near danger; not once did I open the muffler on the broad highway. I set out to shatter the traditions of motorcycling—to convince myself that the riders and not their mounts are responsible for the somewhat questionable character and odious repute of the sport among the unitiated—and I believe I succeeded.

Harry Raoul, as capable and efficient a dealer as you'll find on the books of the trade, tuned up my outfit before we set sail. It purred like a kitten on the muggy morning we embarked on our long grind. It was still purring with ever-increasing sweetness when we sauntered through Tarrytown, N. Y., the home of William Rockefeller, thence into Poughkeepsie where, at 10:30, we were held up for half an hour by a full-fledged Fourth parade.

Bearing north, we came within the hour to Rhinebeck, where we had luncheon, for two very good reasons—first, we were famishing—motorcycling in the open air does do that for you—second, the good wife's mother was educated here, where violets are extensively grown, where Dutch architecture flourishes, and where is situate the Astor estate.

Following food, we took on a supply of gasolene and wended our way toward Albany, through Blue Stores, for which Fulton named his first steamboat; Hudson, the third oldest city in the United States; Valatie, where the Dutch ground corn for the Indians in exchange for valuable skins; Rensselaer, where we paid our first ten cents for bridge toll—well worth it, since it gave us a wonderful view of the yellow Hudson.

From Albany to Utica, as the motorcycle flies, is 94.6 miles of velvety macadam. The sun was still riding high when, at 4:30, we jogged along with a trolley into East Main Street, Amsterdam, on the Mohawk river. Here we encountered our first mechanical casualty—a simple one, to be sure, but nevertheless disconcerting, for we still had eleven miles to go to fair Fonda with the R. R. station on left. The clips of my front chain guard had snapped in twain.

An Indian-mounted policeman came to my rescue. With great wisdom and skill, he plucked out a screwdriver and took off the rattling guard, exposing the nude chain to the world. He then conducted us to the "showroom" of Bill Fonda, local Indian dealer. Bill was out picnicking with his wife, however, and I was compelled to fret and fume until 6:30, when he returned. In an hour he had fashioned new clips, given me a quart of oil, and wished me good luck.

There are three things for which Amsterdam is noted. One is the genial Bill Fonda's showroom. It's a trim little red garage sitting back in a yard between two cottages. Unimposing from the exterior, within it's a model of cleanliness and completeness. On display is a full quota of late models and all the paraphernalia of a splendidly-equipped service station. The other two Amsterdam distinctions are the Porousknit factories and the fact the town once was the habitat of Jack Priest, Hendee advertising manager.

Betsy Goes to Bed

Owing to the lateness of the hour, we put Betsy to bed in a garage that charged us 25 cents for her lodging, and then stopped at the Barnes hotel where we got a fine dinner and equally fine room with bath.

On Thursday morning at six we put on full steam ahead. Nothing of moment occurred before we reached Utica, after running through 64 miles of gorgeous scenery around Little Falls where the Erie Canal flows serenely through a deep cut in the curious rock formations, and through a charming strip of the Mohawk valley.

Our next jaunt was from Utica to Syracuse, 49.9 miles, via Oneida Castle, the hotbed of the Iroquois confederacy, and Canastota and Chittenango. At Chittenango we lunched at a restaurant owned by a person named Riley, if memory serves. Memory is about all that does. Here we paid 65 cents an order for ham and eggs of very inferior quality and coffee that trickled with feebleness. It is a good restaurant—to avoid. The proprietor, a genial, garrulous soul, regaled us with reminiscenes of the days when he used to be a carpet and rug cleaner in Chicago and did all of Marshall Field's work—that is, all he could do. As a restaurateur, he's a perfect rug refresher. One wonders why he quit the rug game.

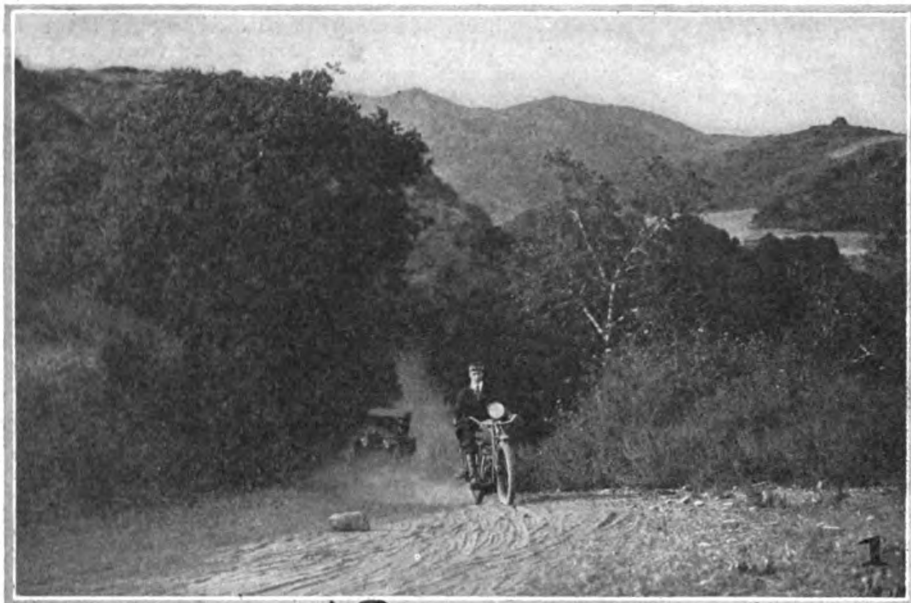
We took the longer of two Blue Book routes between Syracuse and Buffalo, Barge Canal work making the dirt, gravel, and poor roads across Montezuma marshes undesirable; the route chosen being a very delightful 154-mile stretch of macadam and concrete.

At Auburn ice cream sodies and gasolene were in order, and so was one of the old State prisons. But let us hurry along, my dear.

Canandaigua, 72 miles out of Buffalo, is famed as the birthplace of John N. Willys, head of the Willys-Overland Automobile Company, and also for one of the finest collections of birds extant.

(To be continued)

The Week
NEWSY EXPLOITS OF THE CAMERAM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REEL 1, Scene 1—A bit of California road scenery in the Santa Monica Mountains, near Inceville. The stone in the road was placed there by tourists to keep their machine from backing down the hill when they stop.

Scene 2—Depicting R. F. D. letter carrier William Anderson, of Piqua, Ohio, astride his Harley-Davidson, which carries him over his 30-mile route six times a week.

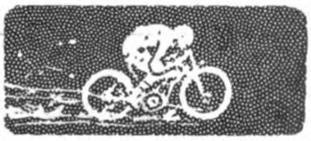
Scene 3—Ready to start for home after visiting the old folks back on the farm. The motorcycle simplifies the matter of keeping in touch with country friends and relatives when you live in the city.

Scene 4—Showing H. S. Grandon, who hails from Mansfield, Ohio, astride his Thor. Grandon is a strong Thor booster and a well-known local rider.

Scene 5—A party of Indian enthusiasts on a recent Sunday outing near Providence, R. I., under the chaperonage of B. A. Swenson, the indefatigable Indian dealer.

Scene 6—Harry W. English, of Poughkeepsie, N. Y., and his Excelsior outfit caught by the camera just after climbing three miles up the Palenville Mountain, which is one of the Catskills.

Motorgraph



PRESENTED IN TWO REELS ~ ~

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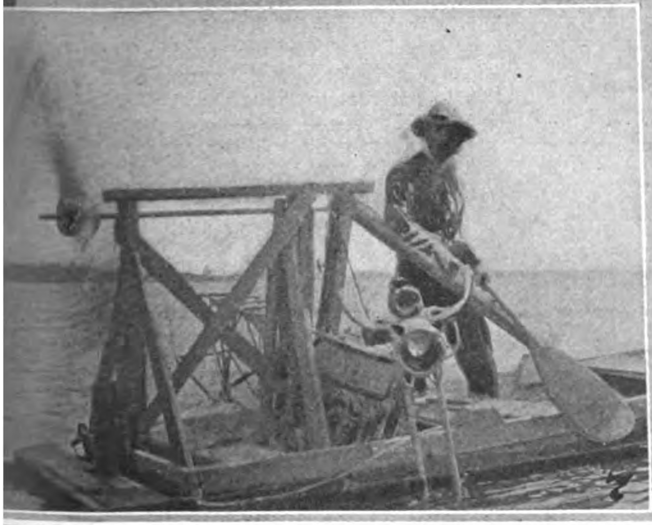

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IT TAKES AN INDIAN
TO BEAT AN INDIAN

8

REEL 2, **Scene 1**—Showing a Henderson rider in the ten-inch sand encountered at the recent hill-climb of the Hackensack M. C., Hackensack, N. J.

Scene 2—A group of Los Angeles motorcycle fans snapped while visiting the San Fernando Cloister.

Scene 3—Sid. Brown and Bill Bergfels, well known New York City riders, who are attached to the staff of Major General O'Ryan, commander of the 27th Division of the U. S. A.

Scene 4—This Auburn, Me., lady is a live-wire Cleveland booster, and has ridden 5,000 miles.

Scene 5—F. S. Jones, agent for Westfield products at Beverly, Mass., and party snapped while visiting the Pope plant.

Scene 6—Ed. Welch, who hails from Lowell, Mass., kodaked while touring in the mountains of New Hampshire with his Henderson.

Scene 7—M. H. Oviatt, Bay City, Mich., aboard his row boat on one of Northern Michigan's lakes. The photo shows how Oviatt used his Harley-Davidson to propel the boat.

Scene 8—Dan E. E. Potgeiter, proprietor of the De Beers Cycle Co., Kimberley, Cape Colony, South Africa, and his wife demonstrating the Indian.

"Rollin' Some, Boy, Rollin' Some!"

NOW don't all speak at once,—did you ever figure in a scene like the one pictured above? Uh-huh, we thought so. Open country, fine road, nearest constable polishing his tin star seven miles away and the old boat hitting just right; well, what did your speed clock say, 58 or 60? Never mind, it must have been some little jaunt anyway.

This particular photo was snapped near Campbellsburg, Ind., and shows how Harry Wesner and a friend settle their friendly arguments on the road. Harry says they were doing something in the neighborhood of 56 per., and that they could have done better if they had been in a hurry.

"It doesn't pay to go in for the reckless stuff," writes said Harry, "but on a good open road, and with an experienced rider in the saddle, there's no harm in a little brush now and then. It keeps your motor from getting nervous."

CLEVER REPAIR STUNTS

First Letters in New Series Prove That Ingenuity of Motorcyclists Is Equal to Almost Any Roadside Emergency; Can You Beat the Kinks Described Below?

IT is a matter of justifiable pride with the seasoned motorcyclist that he can rig up a repair job that will take him home, no matter how many obstacles there may be in the way. Pilots of power two-wheelers are making emergency repairs all over the country from day to day, which are often amazing in their cleverness,—and no one hears of them except the immediate friends of the ingenious rider. Descriptions of such repair jobs are interesting to everyone who uses a motorcycle, and it is the purpose of the new series of letters which starts below to give as many of these extraordinary roadside repair kinks as possible.

What was the knottiest problem you ever had to solve on the road, and how did you solve it? How did you get around the difficulty after you had just about given up hope of getting back to town under your own power? If you can tell the story in 500 words, and the repair job was really an extraordinary one, MOTORCYCLE AND BICYCLE ILLUSTRATED will be glad to devote space to it and send you a dollar to pay you for the trouble of putting it on paper.

Here are the most interesting contributions out of the first dozen received. Send yours along for a future issue.

USING THE EXHAUST FOR VULCANIZING

By F. T. F.

NEARLY every motorcyclist who has been called upon to fix a puncture on the road has experienced difficulty from time to time in making the patch stick as it should. Some of the high-grade patches now on the market hold when properly applied, but others are slow to take a grip on the tube. To offset this trouble I have used a scheme that gives perfect results,—when carefully operated—it is simply the application of the exhaust as a vulcanizer.

It is of prime importance, of course, to protect the tube adequately when holding the patch in front of the exhaust pipe; otherwise the tube may be ruined. I wrap the tube thoroughly with a rag or heavy paper, leaving only the patch exposed, and then guard against leaving it in front of the exhaust too long. It is surprising how quickly a good tube repair can be made in this way. No repair shop can do a more lasting job of vulcanizing.

I discovered this stunt some time ago when I found myself stranded with a puncture and a supply of old patches which refused to stick.

WIRE MAKES FINE THREAD ON HEAVY NAIL

By Howard J. Crawford

HERE'S a stunt that strikes me as being out of the ordinary, and it surely was a life-saver. Not long ago I was riding with a friend along the Jersey seashore when we were hailed by a chap who had lost the adjusting screw from one of the intake valve tappets on his 1915 Indian. He was completely "buffaloed" and had about given up hope of getting under way without the aid of a dealer when we appeared.

Not having the necessary part with me, I asked for a piece of fine wire and an ordinary heavy wire nail. These articles were found and I carefully wound the wire around the nail for about a half-inch down from the head. I then placed this combination within the small spring intended to hold the adjusting screw on the machine, and bent the protruding end of the nail over. The repair, while very rough of course, proved a complete success and the motor ticked off as sweetly as ever.

When the performance was over the young chap informed me that his riding partner had started on his machine for Ocean City, over 30 miles distant, to get an adjusting screw and after thanking me hurriedly he hopped into the saddle and went tearing down the road after the friend who had resolved to make a 60-mile trip to get that precious part.

RUBBER AND TWINE REPLACE BOWDEN WIRE

By E. B. Holton

MOST of the clever stunts you hear told about or bragged of are makeshift road-side tire repairs, but here is one that has to do with an endurance run and a broken Bowden wire control.

Back in 1912, during the running of a New Jersey 24-hour contest, "Buck" Stevens, captain of the Yale team, spilled along about 1 a. m., tearing off the Bowden wire control to the carbureter. Right there in the darkness, with the precious minutes ticking away, and on a schedule that added strain to his mental worries, Stevens made a repair that took him through the contest and won him a perfect score and his team the Manufacturers' Trophy—and all he had was a piece of twine and an elastic band.

Here's how he did it: He took the band and stretched it from the seatpost tube to the carbureter track, the tension holding the throttle shut, then he rigged the twine in the place of the broken wire, taping it to the grip after winding it twice about it. To open the throttle he twisted the grip and to shut off let up and the elastic band brought the speed down again, by closing the throttle.

You know the factory rider never gets by with excuses as to why he didn't win. You either win, or you are told something in very few words, but they convey the meaning perfectly.

MAKING A HANDLEBAR FROM BALESTICK

By Wallace Stuart

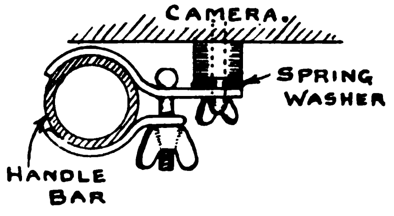
WHAT'S the cleverest repair stunt I know of? Well, I've seen and heard of dozens of them, but one of the best, in my opinion, was pulled off by Cal Webber in last year's endurance run of the Dixie M. C. The run was a two-day affair over some of the worst of the so-called roads in Virginia, and to make matters more unpleasant it rained cats and dogs for two days before the start of the contest.

The roads were regular seas of water and gumbo and falls were frequent. Cal Webber figured in one of them, and when he started to make an inventory of damage after the spill he found that his left handlebar had been snapped off at the stem. For most riders a break of this kind would doubtless have meant the abandonment of further riding in that run, but Webber was built of different stuff. After hunting around for a short time he discovered a tobacco balestick which he bound to his forks with some wire cut from a farmer's fence.

With this remarkable repair made, Webber hit the trail again and completed that day's run. It is only fair to say that Webber is a seasoned roadster, and that some motorcyclists might have had difficulty in getting over bad roads with such a makeshift. Webber rode 75 miles before he had an opportunity to get new handlebars.

A HANDLEBAR CAMERA CLAMP EASILY MADE

PITTSBURGH, Pa.—Murray Fahnestock of 9 Marshall avenue comes forward with a suggestion for a camera clamp which he says is more acceptable, because it is cheaper, than the one described by Mr. Hogg in MOTORCYCLE AND BICYCLE ILLUSTRATED on September 6. He says the money saved may be expended for other accessories.



Mr. Fahnestock advises sawing through one of the clips used for holding Prest-O-Lite tanks to the handle bars. The saw cut is made so that one piece is longer than the other, as shown in the sketch. The longer piece is then partially flattened out, and an additional hole is drilled for the T-bolt, which clamps the two halves of the clip together. The camera is held to the clip by a bolt, on which there is a spring washer so that the camera can swivel around, and yet will be held firmly enough to prevent shaking, when the shutter release is pressed.

RAMBLES ON THE GOSSIP TRAIL

By HAL ROBINSON

THEY do say as how "Cannonball's" nice new set of Cincinnati records are going to have a rough time of it in the near, if not immejit, future. Two factory staffs are eyeing 'em enviously, and the lads on the inside predict doin's. They just can't seem to give the big feller any rest.

* * * *

Which brings to mind a remark made by Alan Bedell, the coast-to-coast record crimper, in confab with the writer a few days ago. "Things are gettin' kindo quiet," opined the lanky Californian. "Bout time someone took a shot at the transcontinental mark. If they start anything I hope they lower it, because I'd like to go out and lower it some more." Ain't those fellers with the titles a restless bunch?

* * * *

Hear about that Portland, Ore., stuff? Cop sees a visiting motorist and gives him high sign to stop, cease, desist and halt. Mr. Cop then steps up to motorist and says: "Welcome to our city; hope you have a nice time; they serve the biggest ones at McNulty's; good luck to you and come again." Just Portland's way of slipping you a welcome, that's all. But wouldn't it be likely to give you the hair-raising snifty-whiffles until you got the drift of it?

* * * *

Art Chapple, erstwhile track speedster and edstwhiler sergeant in the First Motor Battery of New York, is in line for a commission and a job as instructor at one of the Government's proposed training camps for army motorcyclists, so they say. Well, they'd look a long time for a better man than "Chap" to help swing that big job.

* * * *

A bird down in a Georgia town says the motorcycle game broke up his home. His wife started as a sidecar passenger but soon graduated into the solo class; wanted to occupy the saddle. Said she liked to go fifty-fifty on the proposition, though, so she always detached the sidecar and left it at home for hubby when she took the machine out alone. Oh, yes, the neighbors parted 'em the second time it happened, but things won't ever be the same again.

* * * *

Captain Hecox, now of the 61st Infantry, who saw motorcycle service in Texas, says a heavyweight machine is the only type that will stand up in continued army work. Well, mebbe, Cap, mebbe, —but has anyone thought of asking for a little friendly advice from the French and English who have been doing a lot of remarkable things with motorcycle units for the past three years?

* * * *

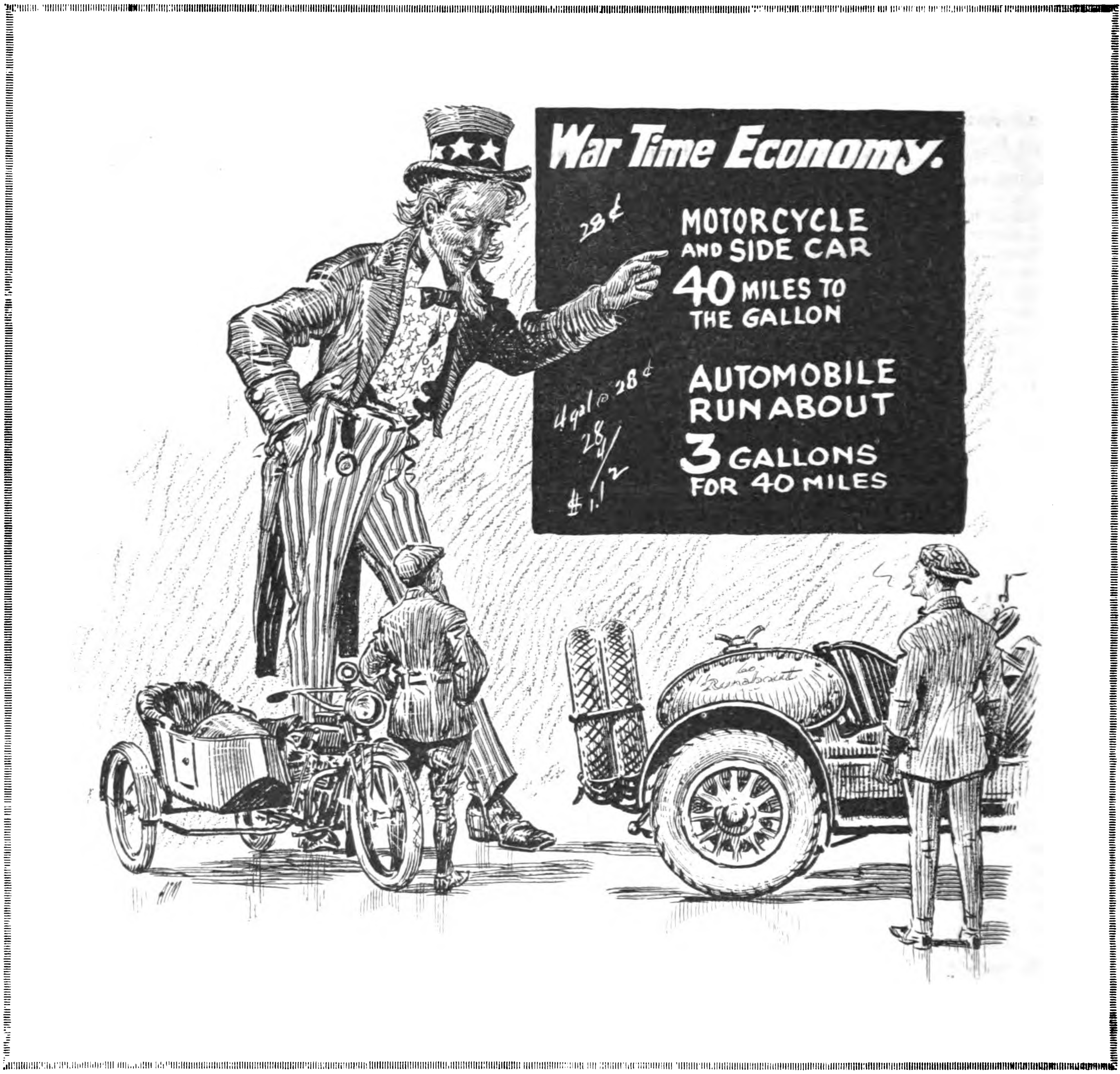
"Ellie" Holton, one of the best excuses for the existence of Newark, N. J., and whose clever copy appears in these pages regularly, went fishing with a bunch recently and started a free-for-all when he changed his mind up in the hills and said it was a darned mean motorcyclist that would ride fifty miles to take advantage of a pore li'l fish. "The handicapping ain't fair to the fish," sez "Ellie," "and besides, it must be awful teejus to be a fish anyway, so I'll let 'em alone." And he did.

* * * *

A flock of the motorcycle lads out on the Pacific Coast are helping Uncle Sam to keep his airplanes in running order these days, and some of them are training to fly. Few folks thought when those same riders were putting in hours tinkering with their motors that they were getting in trim to serve their country in a very important way. You never can tell.

EDITORIAL

A Timely Sales Argument For the Dealer


War Time Economy.
28¢
MOTORCYCLE AND SIDE CAR
40 MILES TO THE GALLON
4 gal @ 28¢
28/4/2
$1.12
AUTOMOBILE RUNABOUT
3 GALLONS FOR 40 MILES
Runabout

TOO much emphasis cannot be placed upon motorcycle economy in sales talks these days. Some dealers are making the most of their opportunities in this direction, while others are still leaving it to the potential buyer to discover for himself that the power two-wheeler is an important adjunct to the present national campaign for conservation of time and money.

Many men who have been using automobiles in general service are now excellent motorcycle and sidecar prospects. They are beginning to feel the pressure of repair and fuel bills, and the single-tracker, with its low gas consumption, great dependability and recognized scope of service, will make a strong appeal to them if its advantages are properly presented. It remains for the dealer to cultivate this new field. He can make it give him worth while returns.

LATE NEWS

"CANNONBALL" BAKER IS READY FOR NEW DRIVE AT THE TRANSCONTINENTAL RECORD

Now Putting Finishing Touches on Indian Machine Which Will Carry Him on Dash from New York to Los Angeles; Has Just Finished "Sub-Rosa" Trial Trip from Pacific Coast to Atlantic; Hopes to Cut Full Day from Alan Bedell's Time if Weather Is Favorable, Using Motor with Which He Set Cincinnati Records; Data Obtained from Indianapolis Weather Bureau

NEW YORK, Sept. 18.—As this issue goes to press, E. G. Baker, the redoubtable "Cannonball" of innumerable speed exploits, is all ready to start from New York for another dash across the continent to Los Angeles, with the view of regaining the coast-to-coast crown recently taken from him by Alan Bedell. Baker expects to begin his new attack upon the record tomorrow (Wednesday) evening, but it is possible that his start may be delayed until Thursday evening.

To all but a very limited circle of intimates the news that Baker has just finished a trial trip from Los Angeles to New York will come as a complete surprise. He arrived here only a day or two ago after a whirl from the Pacific Coast, and at once began work on the Indian mount that will carry him on the record drive, making his headquarters at the Indian distributing agency of Baker, Murray & Imbrie. When questioned concerning his time for the trial dash across the country, the wily veteran smiled with an air of complete satisfaction, but refused to give figures. The smile, however, told its old story.

Friends Keep Pledge

Two days after he had set up his new collection of records on the Cincinnati Speedway in August, the "Cannonball" quietly tuned up his machine and slipped away coastward. He pledged friends all along the line to secrecy, and they evidently obeyed instructions because he arrived in Los Angeles without arousing any pronounced suspicions; and almost before the Los Angeles wiseacres knew what was happening the big fellow was headed eastward again like a scared tornado. On this trip he used the motor with which he hung up his Australian records. For the new attack on the transcontinental record he will straddle the same motor that carired him to triumph on the Cincinnati Speedway.

Baker's determination to tackle the cross-country job again was reached as soon as Alan T. Bedell and his Henderson lowered the coast-to-coast mark last June. Following his usual custom of making actions speak louder than words, "Bake" got in touch with the Weather Bureau at Indianapolis and asked the "sharps" to tell him when he would be most likely to strike favorable weather along the route he proposed to follow. The weather men collected forty-seven kinds of data, covering many years, and finally advised Baker that the period from September 1 to September 16 would probably meet his requirements better than any other time of the year. His plans have been laid accordingly.

Baker and his Indian will start the long grind against time from Tottenville, Staten Island, this being the most advanced point from which he can take his departure within New York boundaries. His time will be clocked from the moment that he leaves on the ferry from Tottenville for Perth Amboy, N. J., just across Staten Island Sound.

Route Is Outlined

From Perth Amboy the record-chaser will continue through New Brunswick and Trenton to Philadelphia and then on to Lancaster, Gettysburg, Bedford and Pittsburgh. The next jump will be to Wheeling, W. Va., and from that point the route leads to Zanesville, Columbus and Springfield, O.; Indianapolis, Ind.; Terre Haute, Ind.; Effingham, Ill.; Vandalia and Greenville, Ill., and thence on to St. Louis. From St. Louis, Baker will strike for Columbia, Mo., and proceed through Booneville, Mo., on his way to Kansas City.

Leaving Kansas City the route will continue through Emporia, Hutchinson, Dodge City and Syracuse, Kan., and then through La Junta and Trinidad, Colo. Beyond Trinidad the "Cannonball" will strike Ratun Pass, New Mex., one of the toughest sections of the trip. On this leg he will climb 9,000 feet, in 25 miles, over the roughest country imaginable. Once over Ratun Pass he will head for Las Vegas, pass through Santa Fe, Albuquerque, Laguna and Gallup, and then strike out for Holbrook, Ariz. From Holbrook the route leads to Winslow and Flagstaff, and thence to Williams, Askfork, Slegman and Kingman, Ariz.; then the jump to California will be made, Needles being the first town on the line in the coast State. After leaving Needles, Baker will cross the Mojave Desert (he has made particularly careful provision for this section of the trip, by the way), and will then pass through Ludlow, Barstow and San Bernardino to Los Angeles.

Baker's route, as far as Albuquerque, will be the same as was followed in his previous transcontinental trips, but from Albuquerque coastward the course has been changed. The "Cannonball" is confident that this change will have an important bearing upon his success, inasmuch as it will eliminate certain stretches which gave him much trouble when he hung up his old cross-country record.

"The southwestern part of the ride will be no picnic, even under the most favorable conditions," said Baker today in discussing his plans, "but I believe that the revised route will give me a considerably better chance than I had when I established the record that Bedell broke."

Baker's old record, between San Diego, Cal., and New York City, 3,378 miles, was 11 days, 12 hours, 10 minutes. This was made on an Indian, May 3 to May 14, 1914. Bedell and his Henderson put this mark into the discard by completing the coast-to-coast trip in 7 days, 16 hours, 16 minutes, between Los Angeles and New York. Just what Baker is prepared to do to the record on the present dash no one knows, but it is a safe hunch that the veteran looks forward to knocking at least a full day off Bedell's time. It is even hinted that he expects to cut the existing mark by nearly two days.

Much Depends on Weather

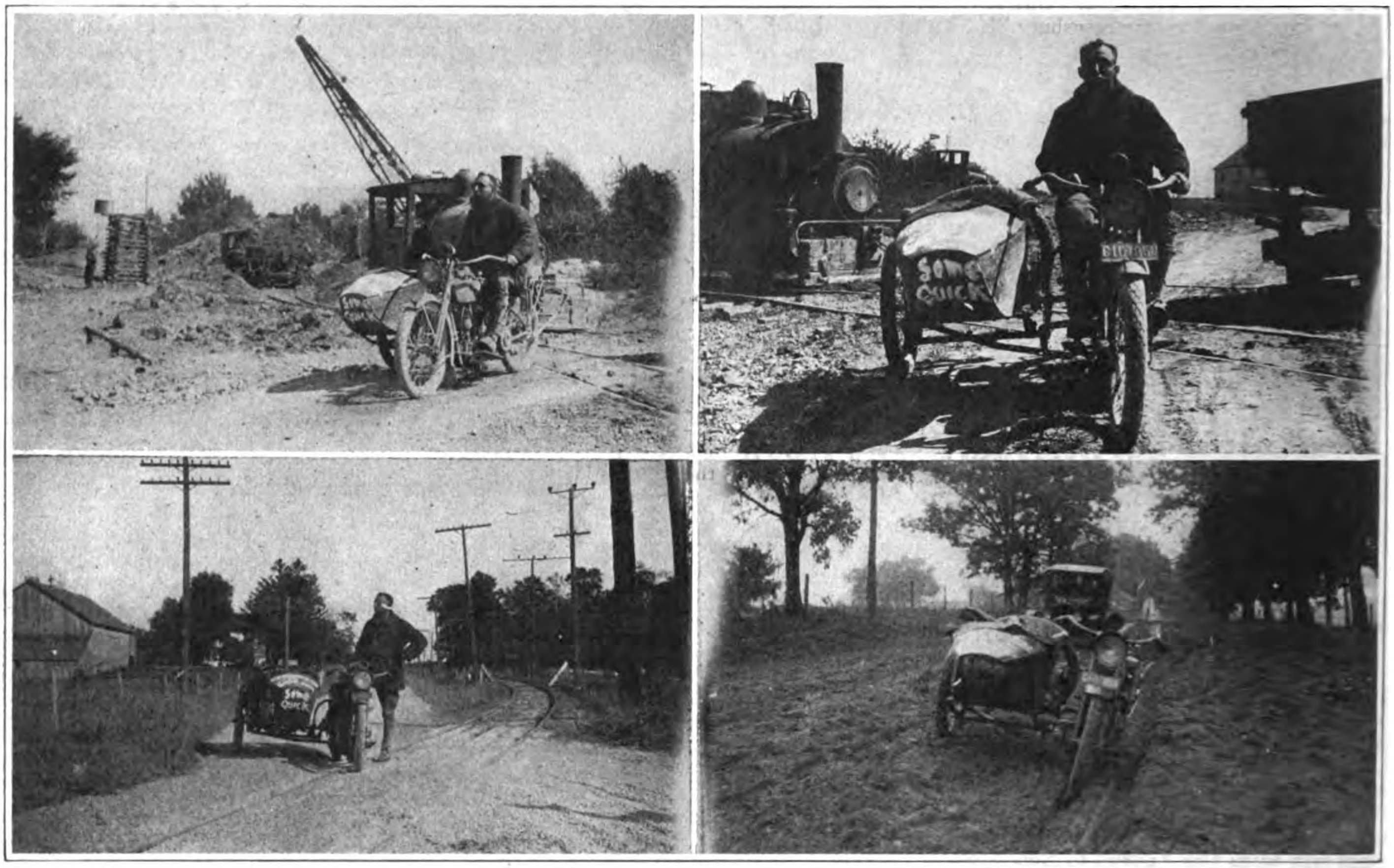
"Cannonball" himself is non-committal. He refused to give any figures, but said repeatedly that if the weather remains favorable he will punch a surprising hole in the existing record. Nothing is worrying the big fellow but the weather. He has the utmost confidence in his Indian motor, which was overhauled at the factory following the Cincinnati Speedway grind, and his own condition is 100 per cent. as usual. He weighs 185 pounds, and is as hard as nails in every muscle.

Baker's Indian will be equipped with United States tires, Nobby tread in front and Chain tread in rear; Diamond chains, Dixie ignition, Troxel-Maslen saddle, Warner speedometer and Anderson spark plugs. He will use Valvoline oil throughout the trip.

As soon as Baker arrived in New York after his trial dash across country, he

(Continued on page 24)

JERSEY TEAM SETS SIDECAR RECORD BETWEEN NEW YORK AND CHICAGO—43 HOURS, 14 MINUTES



Road Construction, Freight Trains, Interurban Trolleys and Apologies for the Lincoln Highway, Are Just a Few of the Difficulties Overcome by Werner and Holton in Their Windy City Dash

CHICAGO, Sept. 14.—The latest addition to the list of new motorcycle records which have been set up during the past few months has been put across in the form of a New York-Chicago sidecar dash, Joseph B. Werner and Eliott B. Holton, well-known New Jersey pilots, having covered the 932 miles with a stock 1917 Harley-Davidson outfit in 43 hours and 14 minutes, elapsed time. The pair of Jerseyites left the Cortlandt street ferry, New York, on the 4:15 boat on September 11 and arrived at the South street station, Chicago, at 11:19 p. m. on September 13.

This not only establishes a sidecar record between the two cities, but also breaks all existing "continuous-in-the-saddle" drives, for Werner drove the entire distance unassisted and without stopping for sleep. The actual riding time figures out at 39 hours and 3 minutes—4 hours and 11 minutes having been consumed for all noted stops. In addition to those there were eight stops for trains, two for draw bridges, and 17 for gasoline. The riding schedule figures at 23.91 miles per hour.

Delaware River Crossed

The team drove 22 miles to check out from New York City. In the first hour they rolled up 27 miles, passing through Metuchen, New Jersey. At 6:56 a. m. they crossed the Delaware River into Pennsylvania and headed for Norristown, passing through there at 8:40 a. m., 103.7 miles out. They then picked up the Lincoln Highway and continued through Lancaster to York, where they stopped from 11:55 to 12:15 for dinner.

No Help in Greensburg

Resuming the ride, they checked through Gettysburg at 1:12 and reached Fayetteville at 2 o'clock, 234.5 miles out. Then as they were climbing the foothills of the Alleghenies near Cashtown they struck a five-mile stretch of road that had been recently oiled; this pulled the running time down greatly. They stopped at 4:10 at Breezewood for gas, and battling over the terrific grades they made Stoytestown at 6:05 p. m., 326 miles out. Ligonier, at 6:53, found the outfit lighted up and ready for the long night drive.

Pulling into Greensburg at 7:50, they made the longest stop on the run, 114 minutes being consumed in changing the rear wheel, six spokes being broken. The long stop was due to the fact that the record-breakers received no assistance from the local motorcycle dealer.

Resuming the trip at 9:44, the riders arrived at the east end of Pittsburgh at 11:07, 405 miles out. After 38 minutes spent in getting a thermos bottle filled up with coffe and taking on eats and gasoline, the ride up the Ohio Valley was resumed, the pace being greatly slackened, due to a heavy fog. In Rochester, Pa., 420 miles out, at 1:25 a. m., they were held up by the fourth freight train. In the dense mist they overran a Lincoln Highway mark, and when the reached Beaver Falls at 1:45 they found they were off the Highway. Six natives and two of the police force attempted to give Werner running directions on how to pick up the route again by going across country through East Palestine, Ohio, to Canton. After slight difficulties the riders were able to make Salem, Ohio, 472 miles out, as the twenty-fourth hour elapsed.

Poor Roads Struck

Journeying on, in Canton at 7:25, out 27 hours, the speedometer read 540.7 miles, and the lights were switched off for the day ride. The eleventh stop for gas was made in Wooster, Ohio, and the ride was then resumed to Mansfield. The Lincoln Highway through this section was more a name than anything else, the roads resembling an endurance run route for many miles. Passing through Mansfield, a detour over rough roads in Galion had to be made, the riders arriving there at 8:47 a. m., Eastern time. Ada, Ohio, 654 miles out, was the next gasoline stop, 11:10 Central time.

Van Wert, Indiana, was reached at 1:34, and the seventh freight train hold-up came at Monroeville, Ind. Then eight miles from Fort Wayne, near New Haven, the record came near being no record at all, when a fast line interurban trolley came

RMY MAY OBTAIN MAXIMUM RVICE FROM ITS MOTORCYCLES

sive Recommendations Are Made to the War Department e Special Committee of the M. & A. T. A.; Report Covers Organizing and Training Units and Establishment of Service Stations

Sept. 14.—Comprehensive rec-
tions bearing upon the em-
e power two-wheeler in army
eating of the conditions under
chines can be made to give
urns, have been submitted to
rtment by the special military
the Motorcycle and Allied
iation. This committee, com-
S. Harley, F. W. Schwinn, A.
n, T. C. Butler, Jr., and Cap-
cox, was named at the recent
ing of the M. & A. T. A. stand-
ard to give the war chiefs all
eration with reference to mo-
l the present report represents
research and a lot of hard

Europe's Experience

and recommendations of the
ittee were prefaced by the fol-
tions:
, Within the last few months
een purchased for the use of
ches of the army several hun-
ycles, both with and without

, The motorcycle has proven
e been an important item of
nent on the various European

, The experience of motorcycle
rs and the experience of officers
f provisional motorcycle com-
ndicated the need of certain or-

s, The Quartermaster Depart-
ing the need of some organized
motor equipment, issued Q. M.
r date of March 1, 1916, and
. June 20, 1916, 451, 2-T-General,
ing the organization and regula-
or companies; be it
, That some attention be given
organizations applicable to other
f the service now using motor-
ment, and that attention be di-
he report attached hereto, which
on the experience of several man-
and officers conversant with the
as they have been found to be
the Mexican border."
ommendations referred to, sub-
ler the general heading "The Mo-
Army Use," and with only a few
s important sections omitted, are
:
ycles both with and without side-
ments are now being used very
y by the various branches of our
e highly specialized nature of this
calls for equally specialized meth-
intaining the same. Without the
of such methods it is not possible
the greatest amount of efficiency
use of motorcycles.
ecommendations herein are made
as the result of carefully following up results obtained in using motorcycles along the Mexican border during the past eighteen months.

"The motorcycle requires a driver who has had experience and training in handling it in order that satisfactory results may be derived. It may be safely stated, and this statement is borne out by the experience of the officers in charge of provisional motorcycle companies on the border, that the relative division of efficiency is expressed by the formula, 90 per cent. operator and 10 per cent. equipment.

"Such a division makes it quite evident that some provision must be made for training satisfactory operators for the service.

"The motorcycle is not in any sense a vehicle like the bicycle that can be handled satisfactorily without centralized control. Many instances have been brought to our attention where motorcycles have been issued individually for use at various army camps and have not given satisfaction. The equipment has been turned over to a private who had no knowledge of the proper care or attention that it should receive. From joy-riding and other abusive practices it has been rendered practically useless within the first 1,000 miles of service. So many of these cases have been brought to the attention of our Service Department that they have prompted us to make the request that the following recommendations be given onsideration:

Form Individual Units

"First—the establishment of centralized control over all motorcycle units in use by our army. By this it is intended that all motorcycles shall be formed into individual company units commanded by an officer familiar with the equipment.

"Second—the establishment of a training camp in this country, the same to be maintained by the government with the joint co-operation of the motorcycle manufacturers for the purpose of training officers and men for this service.

"Third—The establishment of a base shop overseas, completely equipped to handle motorcycle repairs only. It is very important that this branch should be absolutely divorced from the automobiles, motor truck or aeroplane shops. This does not necessarily mean that such shops should not be housed under the same roof, but it is intended to convey the fact that the motorcycle organization should be an individual unit in itself in the hands of experienced motorcycle men.

"Fourth—The establishment of divisional field shops which shall to all intents and purposes be branches of the base shop.

"Recommendation No. 1. Obviously, individuals are not as efficient as organizations. A centralized and capable control

(Continued on page 27)

HENDERSON COMPANY OCCUPIES NEW PLANT

Moves Into Michigan Stamping Co.'s Remodeled Factory on First of the Month

DETROIT, Mich.—During the first week of September the Henderson Motorcycle Company moved into its new quarters which gives it more than twice the floor space it formerly had. The company now is prepared to meet all demands the trade may make on it. Special attention has been given to the service department—more than double its former space has been allotted to it—so that dealers are assured that a prompt response will be made to any request for parts or repairs. The company is planning an extensive service campaign during the coming season.

The new quarters are in the building formerly ocupied by the Michigan Stamping Company. This is a re-inforced, three-story, concrete structure, 150 by 200 feet. It is equipped with a sprinkler system, guaranteeing protection from fire.

When the Henderson company secured the building, it had it thoroughly renovated. It was necessary to change the plumbing system all through. The new plumbing is up-to-the-minute and will make much for the comfort of the employes. Changes also were made in the lighting arrangements on all the floors.

New machinery was put in throughout. The latest appliances for the making of motorcycles and their parts were installed and particular attention was given to sequence in the placing of the machines. This will greatly increase the efficiency of the plant and also will help the men speed up the work. They appreciate the new arrangement.

The company is particularly proud of that part of the new factory which is given over to the business offices. The counting room is spacious, with elbow room for everyone. The president's room measures 15 by 15 feet and Mr. Henderson says it is completely furnished except for a rug. He is seeking one 12 feet square and when he gets that on the floor he says he will have as fine an office as any executive in the country.

Although no definite arrangements have been made for the entertaining of rider visitors, the company contemplates that every employe will consider himself a member of the reception committee. Mr. Henderson says visitors will be welcomed and they will be given the freedom of the factory, together with a competent guide.

With the increased floor space, the new machinery and the more comfortable surroundings the company is prepared to break its production records. It is going after new business and going after it hard. It confidently expects the coming year to be the best the motorcycle industry has experienced.

TEXAS DEALERS PLAN 1918 SALES CAMPAIGN

Lone Star Tradesmen Pleased by Harley-Davidson Program to Increase Business

DALLAS, Tex.—The Harley-Davidson sales conference for Texas dealers was held at the New Southland Hotel here on Sept. 10 and 11. Plans to make 1918 the biggest Harley-Davidson year were discussed by the dealers and Austin W. Burges and Joseph G. Kilbert, the factory representatives. The direct sales literature was enthusiastically received.

The 1918 models were displayed and the dealers were more than pleased that the new models were demonstrated to them before the public announcement was made.

Mr. and Mrs. H. L. Flake made the trip from Houston on motorcycle and sidecar and found it thoroughly enjoyable, despite the encountering of some bad stretches of road. The others present were Mr. and Mrs. C. I. Mitchell, Temple; Fred Williams, San-Angelo; C. F. Sauer, New Orleans, La.; J. B. Dougherty, Sherman, Texas; Fred Nuendorff, Harley-Davidson Cycle Co., San Antonio, Texas; Jimmie Caldwell and Louis Degenhardt, Amarillo, Texas; J. A. McDougle and Walter Marshall, Harley-Davidson Sales Co., Dallas; Zack Rice, Paris, Texas; E. E. Hartford, Port Arthur, Texas; Lee Murray, Murray Bros. Co., Waco, Texas.

HEAVIEST EUROPEAN IN JAPAN WELL PLEASED WITH DAILY PERFORMANCE OF LIGHTWEIGHT

SAXON & T
RAGA

Cleveland Motorcycle, Constantly Called Upon to Transport Brawny Rider Over Nippon's Mountainous Roads; It Answers All Demands in Satisfactory Manner

BOWLING LEAGUE OPENS ITS SEASON ON SEPT. 25

Harley-Davidson Factory Will Hold a 16-Team Tournament; All Departments Well Represented

MILWAUKEE, Wis.—The Harley-Davidson bowling league will open its season on Sept. 26 with 16 teams taking part in the tournament. All the departments of the factory are represented. The games will be rolled on the Olympic, Berger and Boldt alleys. The teams are:

Service—T. A. Miller, capt.; A. Fitzgibbon, O. B. Larsen, Wm. Petri, Jos. Brunkella and E. Kleimenhagen.

Foremen—C. Simonson, capt.; J. Daily, W. Sehnert, John Oed, John Rours and Joe Heibler.

Assembling—H. Schneider, capt.; Ed. Stelzner, A. Dorsch, R. Jeap, Max Jansen, and Alb. H. Vogel.

Production—J. J. Belsom, capt.; Ed. Schneider, A. Polinske, T. Zetterlund, W. Beese and Leo Connors.

Drafting—C. Altmeier, capt.; A. Griswold, A. Schleiger, Geo. Nortman, A. Kuehn and Wm. Forster.

Shipping—J. Behrs, capt.; Ed. Kieckbusch, M. Lauer, Aug. Frey, Joe Dierbeck and F. Trispel.

Inspection—R. Wehr, capt.; Jack Fischer, Ray Nosseck, J. Phillips, E. Strauch and Rud. Moberg.

Accounting—Geo. Wietzke, capt.; Emil Sauler, A. Ziska, Wm. Mayworn, Walter Davidson, E. M. Brah and E. Jones.

Testing—C. Neil, capt.; F. Scheiderer, Ernst Sauler, C. Hafemann, Alf. Bark and Jos. G. Kilbert.

Purchasing—M. Justman, capt.; Wm. Windler, F. M. Molitor, Edw. Ash, H. Lewitzke and John Bechteler.

Automatics—Wm. Ash, capt.; A. Menzel, L. Peters, Wm. Johnston, F. Ollerman and H. Berger.

Schedule—H. Hascall, capt.; Wm. Spindler, Fred Augustin, Wm. Davidson, Wm. Ottoway and Chas. Wolford.

South Works—Fred Barr, capt.; J. T. Kalweit, K. Zeller, F. Arseneau, H. Sharp and Chas. Peterka.

Sales—J. Pinzl, capt.; E. J. Mueller, C. Vogel, C. Castine, Max Kobs and E. Elsner.

Advertising—H. Leopold, capt.; M. Viebrink, Edw. Weiss, H. Lewis, L. Roberson and H. Roplien.

Supply—A. Moegenburg, capt.; Wm. S. Harley, Ray Schneider, Alfred Rex, A. Neuhauser and Ed. Rathsack.

W. A. CROWLE, INDIAN AGENT IN SOUTH AUSTRALIA, WITH HIS WIFE VISITS HENDEE MFG. CO.'S PLANT

Mr. and Mrs. Crowle and Export Manager Blood of the Indian Staff

SPRINGFIELD, Mass.—W. A. Crowle, who represents the Indian in Adelaide, South Australia, paid his annual visit to the Indian factory this week. He was accompanied by Mrs. Crowle, this being her first trip to the United States, although the present visit is Mr. Crowle's eighth.

The Crowles landed in San Francisco early in June and visited the Middle West in the interests of the firm of Eyes & Crowle, Ltd. From Flint, Mich., the Crowles toured along the Great Lakes, visiting the Thousand Islands, Adirondacks and the Berkshires. They covered 8,000 miles before reaching the Hendee Mfg. Co. plant in this city.

In speaking of motorcycle conditions in South Australia, Mr. Crowle stated that when conscription was first put into force, things became very depressed. "It took only a few weeks, however," he stated, "before the feeling of insecurity passed, and things began to brighten up. Now they are striding along in top style. We are selling Indians as fast as we can get them, and if we could get more ships through to allied countries, Australian business would be colossal.

"In point of popularity and volume of sales, the Indian leads in all the States of Australia, with a British single-cylinder machine second. Two other American machines are now tied for third and then comes another single-cylinder Britisher."

RACE FOR LOS ANGELES

Promoters Hope to Arouse Sufficient Interest to Hang Up $1,000 Purse

LOS ANGELES, Cal.—George Rubsch, president of the L. A. M. C., and Otis E. Hackett, Reading Standard dealer, are trying to arrange for a 300-mile road race here on or before Thanksgiving Day for a purse of $1,000. They plan to make the race a free-for-all, and to run it without an F. A. M. sanction. They plan to split the money $500 for the winner, $300 for second, and $200 for third place, and they say they have $500 already pledged.

In taking this step the promoters seem to be ignoring the agreement the factories made not to abandon racing. They say if the dealers will give them sufficient encouragement they will take care of the rest.

HUBBARD'S NEW TERRITORY

Now Henderson Distributor for All the Pacific Coast States

LOS ANGELES, Cal.—Charles A. Hubbard, president of the Henderson Motorcycle Sales Company, announces that his company has been made Henderson distributor for Washington and Oregon. The company has been taking care of the sales in California, Arizona and Nevada. This gives the company the largest sales field of any motorcycle concern on the coast. The company will retain its headquarters here, and will increase its field force as the business grows.

MORE TIRES BOOSTED

Continental and Firestone Tires Now Cost 10 Per Cent. More

NEW YORK, Sept. 17.—Supplementing the announcement made on September 6 that a 10 per cent. increase in tire prices has been found necessary by the Goodyear, Goodrich, United States and Fisk tire companies, comes the statement that similar action has been taken by the Continental and Firestone manufacturers, these firms announcing 10 per cent. advances. The Pennsylvania Rubber Co. states that a moderate increase in the price of its Vacuum Cup tires may be expected in the near future.

The present upward movement of tire prices is due to the cost of cotton, and to the additional outlay necessary for labor and chemicals, and not to increases in the rubber market as at first might be supposed. The comparative steadiness of the rubber market is reflected in the fact that inner tube prices have not increased except in one or two instances.

NEWSY ITEMS CULLED FROM PACIFIC COAST SOURCES

VAN ORDER BACK ON JOB

LOS ANGELES, Cal.—After an enjoyable vacation at Coronado, A. F. Van Order has returned to his duties as chief salesman for Passmore & Moore.

HENDERSON AGENT RETURNS

LOS ANGELES, Cal.—Tennant Lee is back at the Henderson agency after a couple of weeks in Washington and Oregon.

FLANNELLY OFF A'SOLDIERING

LOS ANGELES, Cal.—Will Risden's organization has lost William Flannelly who enlisted in the medical corps of the regular army. He is in San Francisco, but expects to get to France soon.

PARADES HELP CYCLE BUSINESS

LOS ANGELES, Cal.—H. D. Spellman, traveling man for the local F. M. Jones store, says southern California is hungry for bicycles. He says bicycle races are good to boom business, but they lack effectiveness unless preceded by a street parade. He says dealers and jobbers should get wise to the effective advertising of street parades and races, and should use them more frequently.

PUSH ROGERS IN FIVE STATES

LOS ANGELES, Cal.—The Henderson Sales Company has been made Rogers sidecar distributors for Oregon and Washington. This gives them five states as their territory. The other three are California, Nevada and Arizona.

ARTLEY SECURES EXEMPTION

SAN DIEGO, Cal.—Roy Artley, after securing exemption from army duty, has gone into partnership with R. Dunham, and expects to continue the motorcycle wrecking business formerly conducted by Smallcomb brothers.

SAINT OFF FOR CANADA

LOS ANGELES, Cal.—The Henderson agency has said good bye to Jack Saint, one of the best motorcycle men in the west. Saint has gone to Canada to train with an overseas battalion and he expects to get in the active fighting within a few weeks.

BUCHANAN HANDLES ADVERTISING

LOS ANGELES, Cal.—Joseph Y. Johnston has been called for service in the naval reserve and is located at the San Pedro station. J. D. Buchanan has succeeded him as local advertising man for the Firestone branch.

GUERIN ON WESTERN TRIP

SAN FRANCISCO, Cal.—W. E. Guerin, assistant to H. G. Alexander, general manager of the Cleveland factory, looked over conditions here on his western trip, which included stops at Portland, Seattle and Los Angeles. While in the latter city he visited J. J. Banta and J. H. Diehlman, of the Weinstock-Nichols Company.

BAKER READY FOR DRIVE ON THE TRANSCONTINENTAL RECORD

(Continued from page 19)

hustled around to the Baker, Murray & Imbrie headquarters and held a pow-wow with Manager Calvin Webber, of the company's motorcycle department. Webber, being a long-distance roadster of recognized standing himself, at once arranged to place the full facilities of the big establishment at "Cannonball's" disposal. When a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED arrived at the agency, Baker was assisting a pair of expert mechanics who were putting the finishing touches on his mount.

All Arrangements Made

"Going after it again, eh," remarked the pen-jammer.

Baker cracked the smile that has won him friends from coast to coast. "You bet," he answered, "and I don't mind saying that I have been getting ready for this job ever since Alan Bedell mussed up my old record. I haven't said much about it, but I have been laying plans for two months, and they are about as complete now as any human being can make them. After setting my new records at Cincinnati recently I decided to look over the cross-country course and also get a little transcontinental training by making a trip to Los Angeles and then back to New York—so I did that little thing. Now I'm ready. I am perfectly satisfied with my motor, the same one that set up the new marks at Cincinnati, and I believe that my arrangements for service along the route are top-notch. I don't expect to need much service, but at any rate everything has been prepared for. All I ask is good weather. If the weather man will take care of that, I'll do the rest."

Postals to Check Him

One of the interesting features of Baker's plans for the present record trial is his checking system. He has made out a complete set of postcards to cover the cities and towns at which he will touch, and at each stop one of these cards will be filled out by a reliable party and mailed to Bob Sturm, Baker's manager, at Indianapolis. These records will be turned over to Chairman McConnell, of the F. A. M. Competition Committee, when the trial is over. In the past Baker lost considerable time in having his book checked up at the various stopping points, and he believes that the postcard idea will be much simpler and that at the same time it will absolutely guarantee the validity of his performance.

INDIAN CONVENTION PROGRAMS

SPRINGFIELD, Mass.—Programs dealing with a number of the District Conventions arranged by the Hendee Mfg. Co., are now being sent out from the factory to the dealers in the territories affected, and other printed programs will follow until the full schedule of ten district meetings has been covered. In addition to mentioning the convention features each program emphasizes the wonderful outlook for 1918 sales and makes a business-like plea for continued co-operation.

Baker Talking Over His Record Plans at the Baker, Murray & Imbrie Headquarters in New York with Manager Calvin Webber, of the Company's Motorcycle Department, Editor Donehue, of Motorcycle and Bicycle Illustrated, and Wallace Stuart

FIVE FINISH IN SILK CITY JAUNT

Early Morning Rain Keeps Many Away from Paterson Club's Run; Crotona Riders Win Silver Loving Cup

PATERSON, N. J.—Five riders finished the first annual Silk City Jaunt of the Paterson Motorcycle Club on Sunday, Sept. 16, with perfect scores. They were Fred Nisser and Wallace Stuart of the Bronx, Lew Marz, of New Rochelle, John Steele and wife and Seaman H. Grey, of Paterson. All rode Indians. Each will be given a bronze medal and Nisser and Stuart, who represented the Crotona Motorcycle Club, will receive a silver loving cup.

Owing to the threatening weather in the morning, the starting field was a poor one. As it was, the riders encountered a number of showers through the day and at times the going was far from good.

The course, which was a figure eight, with the intersection, the starting and the finishing points at Paterson, was marked with blue and yellow triangles. Despite this marking John Walter, Indian, and L. Weibber, Henderson, both of the Paterson club, took a detour over Schooley's mountains and as a result were so late when they checked in at Morristown that they forfeited their otherwise perfect scores and thus lost their club a trophy.

The morning run took the riders through Little Falls, Singac, Cedar Grove, Montclair, Bloomfield, Newark, Elizabeth, Rahway, Metuchen, New Brunswick, Bound Brook, Somerville, Bedminster, Bernardsville, Morristown, Morris Plains, Pine Brook and Singac. The afternoon course was through Little Falls, Singac, Mountain View, Montville, Boonton, Parsippany, Denville, Rockaway, Dover, Ledgewood, Port Morris, Netcong, Stanhope, Andover, Newton, Papakting, Sussex, Hamburg, Franklin Furnace, Stockholm, Butler, Pompton, Oakland, Wycoff and Midland Park.

The competition committee consisted of Orrie Steele, Paul Pester and Simon Stone.

TAKES 5-YEAR LEASE

COLUMBUS, Ohio.—The Sykes Motor Co., central Ohio distributor for the Indian, has leased its present storeroom at 37 East Long street, for five years starting October 1.

WEISHAAR WINS OMAHA CENTURY

Harley-Davidson Riders Take First, Second and Third Places in Close Race

OMAHA, Neb.—Ray Weishaar and his Harley-Davidson were the winning combination in the 100-mile race, the feature event of the Omaha M. C. racemeet held here on Sept. 9. He won the title of western champion, a silver trophy cup and a purse of $150. Otto Ramer of Omaha took second place on a Harley-Davidson and Leroy Roland also of Omaha and a Harley-Davidson rider secured third honors. Walter Higley, Indian, of Coffeyville, Kans., took fourth place. The winner's time was 74 min., 37 sec.

The 100-mile grind was held on the big board speedway one mile and a quarter in circumference, and was participated in by ten of the best known riders in the middle west. Chief among those not mentioned previously were Ray Creviston of Indianapolis and Clarence Johnson of Wichita, Kan., both of whom rode 8-valve Indians. Others who were entered were Birdie Lutz and Chick Eggelston on Harley-Davidsons, Hart Bowman of Wichita, Indian, and Frank Wood, of Omaha, Excelsior.

Almost from the start, Otto Ramer, a local rider of much experience nosed his Harley-Davidson to the front and into the lead. Creviston, the diminutive daredevil and his Indian 8-valve accepted Ramer's challenge and although slightly handicapped by a slow start, gradually crept up on the flying Omaha lad. For more than 50 miles the Indian and Harley-Davidson aspirants for first honors struggled neck and neck for the lead.

Weishaar who had been reeling the laps off at a steady pace came into his own here and took the lead, never to be headed. For the remaining 25 miles after passing Creviston he continued his clock-like running and during the whole race only stopped but once and that for gasoline.

In the preliminaries Vic Roos and Bert Potter, old time bicycle racers, met in a match race on high wheeled boneshakers. Potter won by a narrow margin. A mile bicycle race produced a whirlwind finish, Everett Ables on a Pierce finally taking the lead by a wheel's length, with George Pugh, Columbia, second and Morris Borsky, third.

The ten-mile dirt track single cylinder race came near being a fiasco. John Bagley, Omaha, on an Indian blew out a tire. All of the other contestants had chain or carbureter trouble. Higley, Indian, won hands down in 19 min., 36 seconds. The five-mile sidecar race was a big hit, with several of the cars bunched on the turns at a time. Ramer captured this race on a Harley-Davidson, with Roland, Harley-Davidson, second and Birdie Lutz, Indian, third. Time, 7:25.

A scheduled 15-mile race was cut down to 10 miles. Six riders entered. Higley got away in the lead and though Dan Reeder of Lincoln, Nebr., on a Merkel camped on his trial, he was unable to overtake the Coffeyville lad. Reeder landed second and Bowman, Indian, third.

The judges: W. G. Hobson, special representative of the United States Tire Co., Bruce Beaver and Victor Roos. H. G. Manthey of the Harley-Davidson factory acted as timer. W. E. Dewey of Omaha refereed the events, which were conducted under F. A. M. sanction. The summaries:

100-mile—Ray Weishaar, Wichita, Kans., first; Otto Ramer, Omaha, second; Leroy Roland, Omaha, third; Walter Higley, Coffeyville, Kans., fourth. Time, 74:37.

Half-mile high wheel bicycle—Won by Bert Potter.

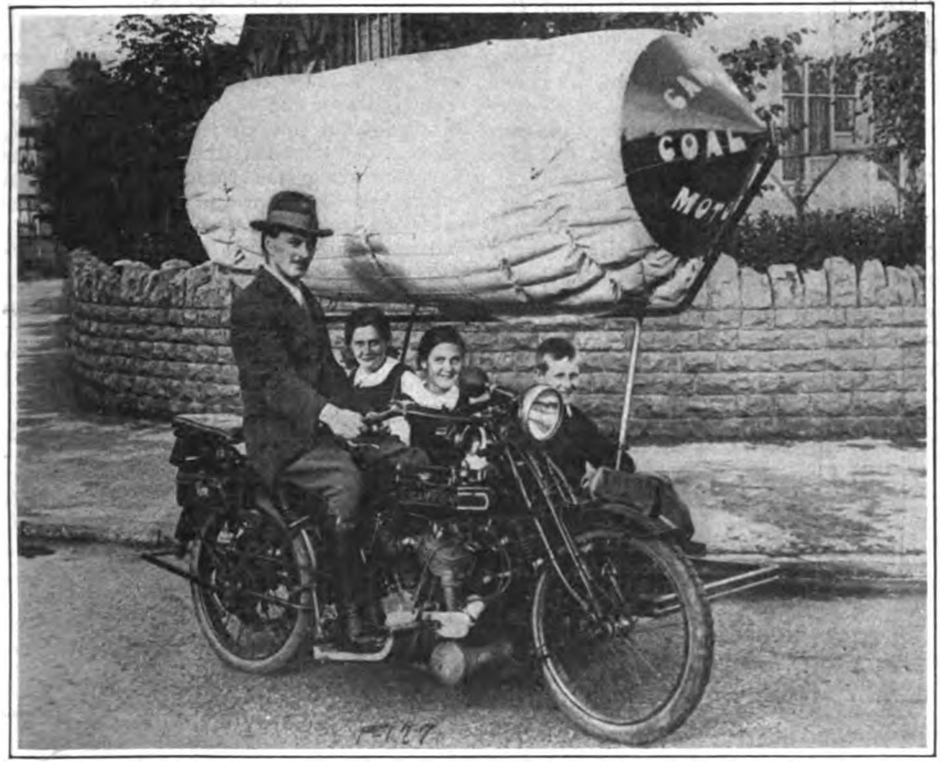
10-mile single-cylinder — Higley, first; Reeder, second; Johnson, third. Time, 19:36.

Mile bicycle—Everett Ables, first; George Pugh, second, and Morris Borsky, third. Time, 3:10.

10-mile single-cylinder 30.50 — Higley, first; Reeder, second; Bowman, third. Time, 12:35.

5-mile sidecar—Leroy Roland, first; Otto Ramer, second, and Albert Lutz, third. Time, 7:25.

WE MAY COME TO THIS UNLESS HOSTILITIES END BEFORE OUR GASOLINE SUPPLY RUNS OUT



This Photo, Taken in a French City, Shows a Motorcyclist Using Coal Gas as Fuel. It Will be Noted That the Gas Bag Is Carried on a Frame Attached to the Sidecar. The Fuel Cost with This Arrangement Is About 1 Cent for Ten Miles.

TO HOLD TAG DAY

Toronto Plans to Collect Fund for Smith Flyers for Injured Soldiers

TORONTO, Ont.—There is in prospect in Toronto the holding of a Tag Day to raise funds for the Little Red Car Club whose object is to provide a Smith Flyer for every legless soldier returned to this city from the firing line. Seventeen flyers have already been presented to the war heroes, but there are something like 150 maimed men in the city. Several society ladies of Toronto are seeking permission from the city to hold the Tag Day.

At present the stage hands of Shea's Theatre, Toronto, are taking up a collection to buy a Smith Flyer for a returned cripple. Every actor each week is asked to contribute while the stage hands themselves are chipping in regularly. The Smith Flyer to be presented is already on display "back stage" in the theatre.

STANDARD CO. ABSORBED

Its Property and Business Have Been Taken Over by the Torrington Co.

TORRINGTON, Conn.—The Torrington Company, which as a holding company has in the past owned and controlled the Standard Company, manufacturers of cycle spokes, nipples, pedals and toe-clips, is now an operating company and has acquired the property and business of the Standard Company. From Sept. 4, the business has been conducted under the name of the Torrington Company, Standard Plant.

There has been no change in the management or ownership. The officers are: J. F. Alvord, chairman of the board of directors; F. P. Weston, president; C. B. Vincent, treasurer; W. R. Reid, secretary.

AVERY MAKES LONG TOUR

OMAHA, Neb.—James Van Avery, president of the Omaha Motorcycle Club, has returned from a long trip on his Excelsior motorcycle. He visited Chicago, Toledo, Detroit, Buffalo, Niagara Falls, Cleveland and Milwaukee.

FARMERS USING MOTORCYCLES

WASHINGTON, D. C.—Several local farmers are using their motorcycles to bring their produce to the market. They have special sidecar bodies and find the combination a successful one, as it means a considerable saving to them.

NEW ENGLAND HARLEY-DAVIDSON MEN SPEND TWO PERFECT DAYS; COLUMBUS FOLLOWS SUIT

Facing the Camera During a Short Lull in the Boston Meeting

BOSTON, Mass.—Two perfect days were spent by the Harley-Davidson dealers in the New England territory on Sept. 10 and 11, when they attended the sales convention of the Harley-Davidson Motor Company in the Hotel Oxford here. Incidentally this hotel is the F. A. M. headquarters for New England and the official hostelry of the Bay State Motorcycle Club. Many of the club's riders dropped in to shake hands with the agents.

The men were well pleased with the plans outlined by the company for the sales campaign for the coming season and they grew enthusiastic about the 1918 models. The business routine of the conference was broken twice, once by a party at the Gayety Theatre, which exhausted the supply of box seats, and again by a luncheon, at which the company was host. The men reported that 73 per cent. of their 1917 sales had been electrically-equipped machines and that 60 per cent. of these called for sidecar outfits.

The above picture shows the smiling faces of:

Front Row—Joe Foizie in sidecar, W. G. Carter on machine, both from Pittsfield; Paul Walker, New England branch in charge of service, parts and accessory department; Cy S. Winch, Bangor, Me.; T. C. Riley, Newport, R. I.; Walter A. Clark, Biddeford, Me.; Arthur Davidson, Sales Manager, Harley-Davidson Motor Co.; W. N. Burnett, Providence, R. I.; Charles J. Martin, Wakefield, Mass.; John Lang in sidecar and Mrs. John Lang, mounted on machine, from Waterbury, Ct.

Middle Row—A. A. Anderson, Caribou, Me.; T. L. Monier, New Britain, Conn.; John Quinn, Fall River; Samuel Girven, Westerly, R. I.; J. C. Kingsley, Plainfield, Ct.; C. O. Barron, Lebanon, N. H.; Burton Smead, Greenfield, Mass.; Fred Duns, Meriden, Ct.; Jes Campbell, Northeast Branch Manager; "Jimmy" Burroughs, Bridgeport, Ct.; H. E. Smead, Shelburne Falls, Mass.; E. D. Stone, Southbridge, Mass.; K. H. Dresser, Goodyear Tire & Rubber Company.

Back Row—Willis Hayes, Hartford, Ct.; C. C. Arnold, Franklin, Mass.; "Pete" Forest, Manchester, N. H.; A. W. Werle, New Haven, Ct.; Cliff Jordan, Portland, Me.; L. W. Ludden, Brockton, Mass.; Richard Wirtanen, Barnstable, Mass.; "Percy" Clift, Worcester, Mass.; Joe Parmentier, Lowell, Mass.

The other dealers attending the convention but who missed out when the camera man came around: Joseph Lemieux, Brunswick, Me.; J. Lyman Estabrook, South Gardner, Mass.; Wm. Esau, East Milton, Mass.; Dave Kimball, Lawrence, Mass.; C. C. Wilber, Keene, N. H.; C. E. Walker, Holyoke, Mass.; Peter Prew, Nashau, N. H.; Samuel Derby, Athol, Mass.; Wm. Shaw, Middleboro, Mass.; W. J. Walker, Boston, Mass.; H. J. Holland, Springfield, Mass.; Frank A. Moore, Danielson, Ct.; Morris L. Moore, Monson, Mass.; Sullivan A. Feury, Littleton, N. H.; C. D. Moore, Hampton, N. H.; J. B. Gamache, Fitchburg, Mass.; Fred Spead, Newfields, N. H.; Mrs. C. C. Jordan, Portland, Me.; E. J. Starr, North Adams, Mass.; D. C. Woodworth, Lewiston, Me.

Mrs. Susan Lang was the only woman in attendance who drove her own machine to the convention. Hubby was a passenger. Mr. and Mrs. C. C. Jordan, the live Portland representative, drove down on Saturday and had the distinction of signing the first 1918 contract in New England.

OHIO DEALERS WANT ANNUAL CONFERENCE

Results of the Harley-Davidson Sales-Meeting in Columbus Satisfy All the Agents

COLUMBUS, O.—So well pleased were the dealers who attended the sales conference of the Harley-Davidson Motor Company, in this city, on Sept. 6 and 7, with the results that they asked the company to make the conference an annual one. W. D. Isham and I. W. Schroeder were the factory representatives. They explained the company's co-operative advertising and sales policies for 1918.

Those at the conference were: William Lister, Lister Motorcycle Co., Cleveland; Jack Brannan, Alliance Motor Co., Alliance; C. Kaiser, Mahoning Cycle Co., Youngstown; A. Oberwegner, Oberwegner Motor Co., Toledo; J. Mast and A. Wright, Harley-Davidson Garage, Cincinnati; A. D. Farrow, Nelsonville; Howard Beeney, Newark, O.; J. I. Haynes, P. I. Haynes & Co., Columbus; J. R. Bruce, Wooster; E. Streifhau and Tom Warwick, East End Cycle Co., Middletown; W. Whau and J. G. Wright, Baldwin Co., Bowling Green; Louis E. Fluke, Dayton; Geo. Sollers, Boage & Sollers, Lima; R. B. Gardner, Mansfield; Harry McNeer and A. Dickenson, Portsmouth; J. Bertelle and R. Raymond, Akron Cycle & Supply Co., Akron; Clark Sturtz, Zanesville; G. A. Roush & Carlisle, Chillicothe; W. A. Becker and J. W. Laney, North Baltimore; Geo. L. Smith and F. Meggett, Castalia.

HOW THE ARMY MAY OBTAIN MAXIMUM SERVICE FROM ITS MOTORCYCLE CONTINGENTS

(Continued from page 21)

must be established to get the best efficiency from motorcycle equipment. If the motorcycles are grouped into companies in charge of an efficient officer, one company can then be made up entirely of the same particular make of motorcycle. This practice is most desirable when the question of supplies and spare parts is taken into consideration. It would avoid duplication by eliminating the necessity of carrying two complete parts stocks for any one company. Parts available for the care and repair of the machines would be centralized under capable control and therefore readily available in time of need.

"When handled in company units, the motorcycle equipment would be in charge of responsible officers familiar with the amount of attention and service that the equipment requires.

Men Become Experts

"Under this method also the personnel of the company is immediately under observation of their commanding officer. He becomes intimately familiar with any one man's individual qualifications and fitness for any special detached service. Proficiency in any one branch of the service evidenced by any man may be used to the greatest advantage. These men may receive specialized training in scouting, map work or signalling and their particular training might grade them as experts in any one of these individual items.

"During the recent experiments on the border, there were formed two Provisional Motorcycle companies, one with the Fourth (U. S.) Infantry at Brownsville, Tex., and the other with the 61st (U. S.) Infantry at Fort Bliss, El Paso, Tex. The motorcycles in each case were practically in charge of capable officers responsible for their care and maintenance. In addition to these companies there were a number of points where the motorcycles were used individually and in charge of privates. In practically every instance where the centralized control was lacking, results were also noticeable by their absence.

"Centralized control and the handling of motorcycle equipment in company units was adopted by the British army at the outset of the present war and has since been continued by them as being the only efficient method of handling such equipment.

"Recommendation No. 2. This recommendation is made in view of the extreme difficulty of obtaining satisfactory operators for motorcycle equipment. The camp should be maintained in this country by the army to train them for this particular service. Expert instructors should be supplied from the organizations of the various motorcycle factories. The camp, of course, would be in charge of regular army officers. It would be formed with three distinct purposes in mind:

"First—to train efficient officers to command motorcycle companies.

"Second—to make motorcycle riders out of enlisted men who show a natural aptitude for the work.

"Third—to take motorcycle riders who have previously been enlisted and trained as soldiers and give them further instructions in handling the motorcycle under army regulations.

"With reference to the third point, it is intended that this camp should not be hampered with the details of training enlisted motorcycle riders in the school of the soldier. Any motorcycle riders enlisted or drafted should be required to qualify in this work in the regular cantonments given over to such training and they could be later detailed to the motorcycle training camp for final instructions before entering service.

"This camp should preferably be placed in charge of officers who have already had definite experience with motorcycle equipment. The service of these officers combined with the assistance of the experts that the motorcycle factories would be in a position to supply, would make it possible to organize a camp of such size that 10,000 men with the necessary officers could be trained for serivce in a period of thirty weeks from the time the camp went into operation.

"An army division is made up as follows: One division—3 brigades; 1 brigade—3 regiments; 1 regiment—3 battalions; 1 battalion—4 companies.

"Under former organizations, four companies making up one battalion were four rifle companies of 150 men each. This organization, however, has been changed to three rifle companies and one machine gun company. One rifle company 200 men. In addition to the above, each regiment has one supply company, one headquarters company and one machine gun company. A certain proportion of the machine gun companies in each division should be made complete tactical motorcycle equipped units.

Organization Suggestions

"The following is submitted as a tentative plan of organization for one of these companies:

"Six motorcycles with sidecars, each carrying in a small trunk fitted in the bottom of the sidecar, one machine gun and a supply of ammunition. (Lewis gun in its case with the necessary supply of ammunition lends itself very readily to this method of transportation and in addition to this, the weight of the same, which is approximately 83 pounds, makes it possible to keep this well within the carrying capacity of these units as set down in Tables of Organization, namely, 505 pounds, including the weight of driver and passenger.)

"Eighteen motorcycles with sidecars, each carrying reserve supply of ammunition for the first named units.

"Twelve motorcycles with sidecars for transportation of other personnel.

"One truck, 1½ ton, pneumatic tire, gear 1¾ to 4 (optional).

"Two trucks, 1½ ton, pneumatic tire, gear standard.

"This equipment is to be sub-divided into three sections composed each of two units carrying machine guns, these units carrying ammunition, and four units with officers, each section to be commanded by a lieutenant with a sergeant as assistant.

"One captain, commanding; 1 first lieutenant, supply officer and section commander; 2 second lieutenants, section commanders; 1 cycle master, enlisted, with rank of M. S. E., Signal Corps; 1 assistant cycle master, with rank of sergeant, first-class, signal corps; 6 sergeants, 3 commanding sections, 1 mess, 1 supply, 1 in charge trucks; 6 corporals, 3 as gunners and 3 as assistants to section commanders; 1 chief mechanic, rank and pay of M. S. E., signal corps; 1 assistant mechanic, rank and pay of sergeant, first-class, signal corps; 2 cooks; 2 buglers; 24 privates, first-class; 32 privates. Total 80.

The Tactical Company

"Six motorcycles with sidecars carrying machine guns, driven by privates, first-class; corporals as gunners. Eighteen motorcycles with sidecars carrying reserve ammunition, driven by privates, first-class; privates as passengers. One sidecar—captain in car and one bugler as driver. One sidecar—first lieutenant in car and bugler as driver. Two sidecars—second lieutenant in each car and sergeant driving each car. One sidecar—cycle master with private as driver. One sidecar—assistant cycle master with private as driver. Five sidecars—privates as drivers, three sergeants and two privates passengers. One sidecar—private as driver and assistant mechanic as passenger. One truck—ration and baggage, mess sergeant and two cooks. One truck—fuel and parts, chief mechanic and one private. One truck—combat; ammunition only; three privates in charge. Total 80.

"In addition to this tactical company, there should be one headquarters company attached to each brigade headquarters. This would obviate the necessity of requisitioning the equipment used in the tactical companies for transportation purposes at headquarters. Like the tactical company, this headquarters company should also be a self-contained and self-supporting unit. The reason for this recommendation is that formerly the division was considered to be the smallest tactical unit. The present European warfare, however, has placed the brigade in this position.

"This headquarters company should be organized upon practically the same basis as the machine gun company, with the exception that 27 motorcycles with sidecars and two one and one-half ton motor trucks mounted upon pneumatic tires would take care of all necessary requirements.

"These companies could be turned out from the training camp in complete units ready to receive their equipment and proceed overseas for service.

"Recommendations Nos. 3 and 4. These shops for handling motorcycles should be kept entirely distinct and separate from those required to maintain any other motor-driven transport equipment sent to the front. Automobile and motor truck mechanicians are not in any way qualified to handle motorcycle service, nor can they do so successfully without individual specialized training in this work. Experience has proven that when they are so trained, it is seldom that they turn out as good a grade of work as would be obtained from a man who has specialized upon motorcycles only. Experience demonstrated that motorcycles and automobiles should not be handled by the same man."

GOODYEAR EMPLOYEES HOLD SPORT CARNIVAL

Program of Labor Day Meet Includes Everything from Quoits to Baby Show; 50,000 at Festival

AKRON, O.—The second annual field and track meet of the Goodyear Tire & Rubber Company, at Seiberling Park, on Labor Day far eclipsed last year's program. Under perfect skies, Goodyear employees and their friends, 50,000 strong, enjoyed an old-time sport carnival, embracing everything from quoits to a baby show.

With the 40-acre athletic field gaily decorated with orange and black—the Goodyear colors—and American flags proudly floating everywhere in the breeze, the day's festivities opened with boxing and wrestling, followed by a baseball game between the Akron city champion Goodyear team and the Cleveland White Autos, former amateur world's champions.

Quoits, tennis, bait-casting, baseball throwing, obstacle races, nail driving, cock fights, egg races, relay races, dashes of all lengths, shoe races, walking races, jumps of all kinds, shot puts, tugs-of-war, boxing, wrestling, cross country runs, bicycle races and many novelty races were among the events. At times half a dozen contests were in progress in different parts of the field.

Again the general office tug-of-war team showed superiority over the factory huskies. Remembering their last year's defeat, the factory men this year picked their team, by elimination, from the entire roll of factory employees, and presented a formidable array, but the office men had no trouble in dragging the "beef trust" over.

The day was topped off with a flight of one of the Goodyear dirigibles. The airship propelled itself gracefully over the field at an altitude of about 500 feet, and dropped paper bombs on the crowd.

In the evening the Goodyear band of 30 pieces entertained. This was followed by a community "sing," participated in by 10,000 persons, singing well-known songs of this and other days. Dancing was in progress throughout the evening.

MANY DEALERS ATTEND ROCHESTER CONFERENCE

Western New York Harley-Davidson Trade Boosters Closely Question Factory Representatives

ROCHESTER, N. Y.—Practically every Harley-Davidson dealer in Western New York attended the first annual sales conference of the Harley-Davidson Motor Company in the Hotel Rochester on September 6 and 7. In addition to the two-day business session, the dealers enjoyed a dinner and theater party. Many local problems were discussed, the tradesmen showing keen appreciation of the factory's co-operation.

Arthur Davidson and E. R. Durkee, representing the factory, explained the sales and advertising campaign planned by the company for the coming year and also showed the 1918 motorcycle and bicycle models. They were called upon to answer many questions.

Those present were E. L. Lawson, Auburn; George O'Neill, Seneca Falls; A. G. Bosworth, Saranac Lake; T. A. Merritt, Watertown; Ira Palmer and Otto Peters, Buffalo; George Potter, Syracuse; L. F. Bradburn, Canandaigua; George J. Wagner; W. L. Dolph, Grover C. Ash, Arthur Kochow, Rochester; E. N. W. Robbin, Malone; A. F. Ferris, Utica; Charles Martin and Allan Vaughn, Plattsburg; Alton Blake, Naples; George F. Ells, Elmira; Karl Herman, Newark.

S. G. Fairbanks and F. S. Bailey of the Firestone Tire & Rubber Company and K. H. Dresser of the Goodyear Tire & Rubber Company also attended the conference.

DEALERS APPROVE OF DIRECT ADVERTISING

Pittsburgh District Tradesmen Are Pleased with Harley-Davidson 1918 Campaign Plans

PITTSBURGH, Pa.—Twenty-four Harley-Davidson dealers attended the first annual sales conference of the Harley-Davidson Motor Company in the Hotel Motor Square on September 4 and 5 and their enthusiasm greatly pleased E. R. Durkee and F. A. Miller, the factory representatives. A dinner and theater party were not the least enjoyable parts of the program.

The direct-from-the-factory advertising campaign which the company has designed on a co-operative basis met with the approval of the tradesmen. The new motorcycle and bicycle models also called for words of praise, many of the dealers signing up for 1918.

Those present from Pennsylvania were S. C. Hamilton, Pittsburgh; J. E. Shaffer, Altoona; Edward Noel, Donora; M. C. Weiner, Connellsville; H. A. Ripple, Turtle Creek; A. L. Westbrook, and Clyde Davis, Huntingdon; H. O. Gloss, Alleghaney; J. W. Thomas, Jr., Greensburg; Robert Newwell, Washington; L. B. Schuyler, Lock Haven; Fred Heuret, Meadville; Fred Johnson, McKeesport; A. F. Kuhn, DuBoise; and Floyd Shatzberger, DuBoise; William Gladd, Beaver Falls; N. J. Ullrich, and William Smith, Lewiston; L. S. Crawford, Uniontown; C. A. Pierce, Johnstown; W. D. Pratt, Brownsville; C. S. Sutton, Butler; J. J. McKahan, Washington; and Earl Braunlich, Wheeling, W. Va., and George Neidenguard, Steubenville, O.

INDIAN DEALERS VISIT FACTORY

SPRINGFIELD, Mass.—Representatives for the Indian products in the New England and Middle States who were recent visitors to the factory of the Hendee Manufacturing Company, included John Steele, Paterson, N. J.; B. A. Swenson, Providence, R. I.; T. W. Long, Washington, Pa.; George Maslen, Philadelphia, Pa.; C. W. Sherman, Middleboro, Mass.; Harry Weirs, St. Johnsburg, N. Y. From Howard A. French & Co., Baltimore, Md., branch, there were a party of Indian enthusiasts also.

INDIAN PLANT SHOWN IN CONVENTION MOVIE

Filmdom Stars Featured in Picture of Factory of Hendee Co. for Dealers' Meetings

SPRINGFIELD, Mass., Sept. 17.—The Indian dealer who fails to attend the dealers' convention for his district will miss the moving picture of the Indian plant said to be one of the best industrial movies ever filmed. The Hendee Manufacturing Company secured the services of the E. [illegible] C. Motion Picture Corporation to take the pictures and Dixon Boardman, the corporation's president, personally directed the action which was photographed by Cinematographer Powell. Six of the corporation's stars—all favorites in filmdom—appear in the picture which tells a convincing story.

When the completed reels were given their first showing in New York City to a group of moving picture critics, the experts said the idea of working in a story—making the scenario, as the "profesh" call it—is an innovation sure to please. They say the story relieves monotony to the mind and eye and make the picture one that will instruct the dealer as well as interest any man, woman or child.

Through an oversight, West Virginia and the District of Columbia were not included in the schedule of conventions. West Virginia dealers will meet with the Pittsburgh division on Nov. 21 and 22, and the District of Columbia will meet with the New York division on Nov. 26 and 27. Virginia dealers will meet with the New York division instead of with the Pittsburgh division as originally announced.

SPANIARD WANTS TIRE AGENCY

WASHINGTON, D. C.—The Department of Commerce is in receipt of a request from a commission merchant in Spain who desires to secure an agency for the sale of automobile and bicycle tires and accessories. Information will be supplied by the Bureau of Foreign and Domestic Commerce of the Department if the applicant mentions number 25349 in his letter.

RUBBER IN SANTO DOMINGO

SANTO DOMINGO.—Inquiry into the rubber resources of the Dominican Republic brings the information from the Department of Agriculture that the only rubber-yielding tree known here is found in a wild state through the zone of Sanama, Sanchez, and a large part of the Cordillera del Seybo. It is known as the balata of the family of Sapotaceæ, and yields a good latex which serves as a substitute for gutta-percha.

MOTORCYCLE FIRM INCORPORATED

ALBANY, N. Y., Sept. 17.—The Kor-Ker Sales Co., Inc., of New York City, was incorporated here last week with a capital of $10,000. The company will deal in automobile and motorcycle accessories. A. D. Stanton, A. L. Kennedy and H. Brill, of Mount Vernon, make up the company.

THE
BICYCLE

WITH THE CYCLING VETERANS ON ANNUAL WHEEL ABOUT THE HUB

Thirty-Two Old-Timers with the Same Spirit of Boyhood, the Same Love of Nature, Journey Over the Original Course Around the Hub of the Universe

Chronicled by **QUINCY KILBY**

BOSTON, Mass., Sept. 18.—There is no annual event in any sport in this country that is quite the equal of the Wheel About the Hub of the Boston Bicycle Club. Year after year, the same men go over the self-same route with never-ending enjoyment, ebullience and ectasy. Some are still faithful to the bicycle, though the majority now favor the automobile, but all evince the same spirit of boyhood, the same love of nature, the same enviable appetite. Aye, and thirst, too.

There Were 32 Starters

The run this year began on the morning of Friday, September 14, from the accustomed gathering-place at the corner of Warren street and Walnut avenue, in the Roxbury district of Boston. There were in all 32 participants at this assemblage of the aristocracy of wheeling,—and the democracy as well, for the only absolute requirement before one joins the Boston Bicycle Club is that he shall have been a wheelmen for at least ten years. Once a member, he will find no superior, no inferior. The minister mingles with the mechanic, the capitalist confabs with the clarinet player.

All are equal, all are brothers,
None superior to others.
Anyone who thinks he is
May make his mind up he'll get his.

Five men rode on wheels this year, five worthy representatives of the sport. Captain Walter G. Kendall was participating for the 26th time, a record none other has made. James M. McGinley had ridden his bicycle all the way from New York, with a side trip to the extreme end of Cape Cod thrown in for good measure. George L. Cooke rode up from Providence for the 13th time, returning in like manner after the run was finished. Norman F. Hasseltine has toured Europe awheel many times, as well as having done notable riding in his own country. Theodore Rothe probably rides more days each year than any fellow member, usually more than 300 out of the 365, and has been awarded by the club, a gold medal for faithful bicycling.

Of those in the gasoline carryalls, the most noteworthy one was the club's president, Charles W. Reed, who carried with him the identical bugle with which he started the first bicycle run in America. So hearty, jolly, vigorous is he that one can scarcely realize that he is the same man who at the battle of Gettysburg, fifty-four years ago, rescued his captain from between the fires of both sides, at the imminent risk of his own life. For this brave deed he was awarded by Congress a Medal of Honor, a decoration far more rare that the Victoria Cross, of England, the French Cross of the Legion of Honor, or the Iron Cross of Germany.

George B. Woodward, of New York, the first president of the club, was on hand, as was Willis Farrington, who was attending for the second time, his first run having been the original one. Jack Fecitt, the first rider in this country to complete 100 centuries, and also the first to reach 100,000 miles, was on hand, as much in evidence as ever. Henry Crowther, of Philadelphia, who had not been with us since 1896, again heard the call of his kind and came. C. J. Obermayer, of Brooklyn, the most faithful of the faraways, A. O. McGarrett, the racing man of long ago, the Kelley boys, never so happy as when they are together, all, all on hand with glee in their hearts and vacuums beneath their belts.

The Day Was Glorious

After much persiflage and badinage, we started on our pilgrimage. The day was glorious, our hearts were light. Brief stops were made at Jamaica Pond, the church in West Roxbury, and the old Fairbanks house in Dedham, the most beautiful of all really ancient houses in Massachusetts, and then we sped by way of Green Lodge, past the Hoosicwhissick golf links, through Ponkapoag village, up the hill to Cemetery corner and so through Canton Centre to Cobb's Tavern in Sharon, where we stopped for lunch.

Picture, if you can, a roadside tavern nearly 150 years old, its porch draped with luxuriant vines. At its side an orchard, an orchard beneath whose fruit-laden trees, a white-clothed table is spread, flecked by sunlight and bearing gaily the following viands, cooked to perfection: baked red kidney beans, baked pea beans, cold ham, cold roast beef, chicken salad, potato salad, toothsome rolls with butter, and deep apple pie, over whose inverted surface we slather delicious ice cream.

The Lineup

WITH THE VETS ON THE WHEEL ABOUT THE HUB
Quincy Kilby Tells of the Annual Jaunt of the Boston Bicycle Club in Which Old Cyclists Participated.

WHEN THE OLD TIMERS TRIED TO DO A "COMEBACK"
Stars of the Halcyon Days of Cycling Return to Newark Velodrome for a Race Before Monster Crowd.

THIRTY-TWO SHOW UP FOR ANNUAL L. A. W. MEETING
Veteran Members of Veteran Organization Gather at Boston Town and Exchange Greetings and Elect Officers.

CORRY AND THOMAS STAR AT REVERE BEACH CLOSING
Australian-'Frisco Pair Show Heels to Big Field in 100-Mile Team Race at Nat Butler's Final Meet.

CHARLES A. LONN SAYS BICYCLE PRICES ARE TOO LOW
Vice-President of Great Western Manufacturing Company Tells Why a Minimum of $50 per Machine Should Be Charged

ALFRED GOULLET LOOKS LIKE A SAFE BET
Speedy Blonde Has Commanding Lead in Season's All-Around Championship at the Newark Velodrome.

FRANK KRAMER STILL THERE WITH A KICK
Former Champion Trims Champion Spencer and Bob Spears in Straight Heats at the Newark Course.

CHAMPION STAEHLE TO BE A U. S. SOLDIER
Amateur King Along with Fred Taylor Will Leave for Camp Dix Today to Aid in the Fight for Democracy.

AND

All of the Bright and Breezy News for the Reader in Both the Sport and Bicycle Trade Fields

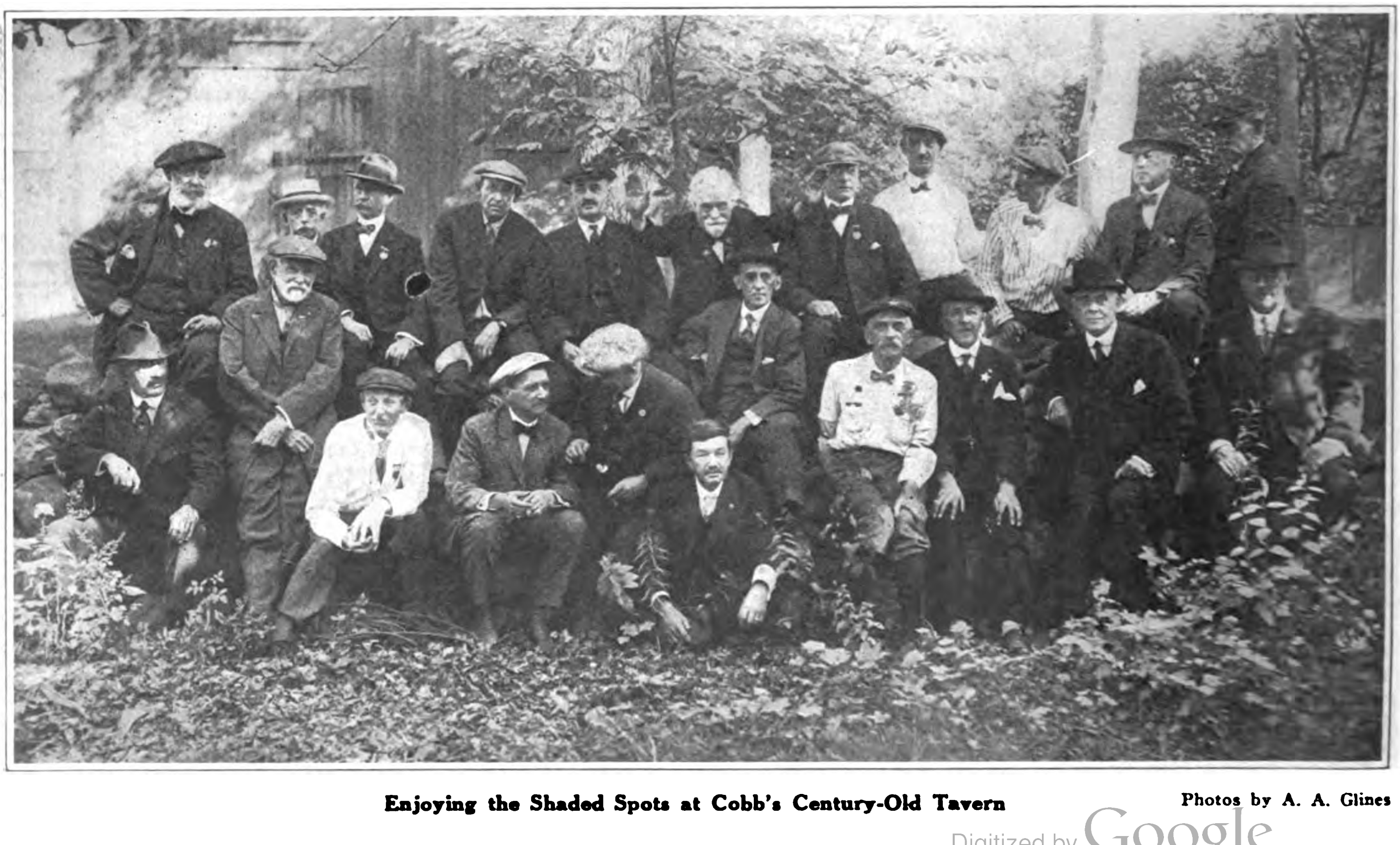
WHEN THE OLD TIME CYCLISTS GOT TOGETHER AT A RESTING PLACE ON THE FAMOUS RUN

Giving the Silent Toast at Cobb's Tavern at Sharon

Coffee later, and in the distance a keg on a sawhorse. Oh yum-yum and wow-wow! What better does earth afford?

We all make obeisance to Miss Gertrude Cobb, our patron saintess, and bestow ourselves beneath the trees or in the comfortable chairs of the piazza, to linger lazily in cheerful chat. Then for a sauntering ride through this typical New England country, the autumn leaves blazing about us and ancient houses or prosperous farms decking the landscape on either hand. We ride slowly to accommodate the wheelmen, the while envying them as we see them exercising their muscles and stimulating their appetites for the feast to come. It is no use talking, the bicyclers do have the best of it.

If the run had been in summer,
We should all have gone on wheels.
But they planned it for the autumn.
So we went in autumn-obiles.



Enjoying the Shaded Spots at Cobb's Century-Old Tavern

Photos by A. A. Glines

The rooms at the Mansfield Tavern are dandy and the food is excellent. The service also being wonderfully good, we do full justice to the oyster cocktail and the cream of fresh tomatoes and the broiled scrod and the braised sweetbreads and the spring chicken and the lettuce and tomato mayonnaise and the peach pudding and the ice cream with chocolate sauce and the toasted crackers and cheese and the demitasse, every separate item of which was as good as it sounds. And Charley presided and the Doc spoke and Obey orated and Abbot argued and the laureate recited and Tom expressed himself and the others voiced their opinions and all went well. Only for the first time on record there was no little game that night, but all slept well and dreamed of high-wheel days.

Saturday Started with Fog

Saturday morning was one of fog, quickly followed by sunshine, and ours were happy faces at the breakfast table, where each man on entering was made to run the gauntlet of jibes, jeers and innuendoes, and each man proved fully able to take care of himself. Nobody slept late and we were all on hand when the time came for photographs by the summer house. We returned by a devious way to Cobb's and said our au revoirs to Miss Gertrude before shaping our course for Tom Jones's in Randolph. His is a comfortable little house somewhat removed from the main thoroughfare and standing a short way back from the road. His small sloping lawn is close shaven, the trunks of his overhanging trees neatly whitewashed, while all about are handy seats and a patriotic show of flags. We stop there for our noonday lunch and the characteristic "silent toast." A few words are said of the men who are gone, a verse is repeated as we stand with uncovered heads, and then we drink in silence a toast to departed members. Charley Reed sounds "taps" on the bugle, and from the woods a faint echo comes from the cornet of our friend Mr. Britton. The ceremony is simple and impressive, and more than one man turns and furtively wipes his eye.

After Tom Jones's comes the stop at the church in Braintree. As we loiter there, we hear martial music in the distance, and a band marches past, followed by two fire companies, each dragging an old hand-tub. We are told that there is to be a play-out on the Common and that a hundred dollars is at stake, but we have no time to stay. Hingham is ahead of us and after that Nantasket and a savory fish dinner well served at Smith's Tavern, with instrumental music and song to brighten it Three cabaret performers entertain us, Charley Reed sings, "Make Me a Cocktail Martini," and Tom Hall gives us "Philadelphia in the Morning."

Dinner Ended Too Soon

The dinner is ended all too soon. We bid each other farewell with vows that we shall meet next year, and then all head for home. Those of us who are fortunate enough stop at the Captain's and look at his silverware. Then it is "Good-night, Doctor." "Good-night boys. Come again," and the run is over.

Those attending this year were: Charles W. Reed, Walter G. Kendall, Charles H. Kendall, J. W. Swan, A. G. Fisher, George Coan, Fred J. Stark, H. W. Bullard, J. J. Fecitt, Fred D. Irish, Theodore Rothe, Norman F. Hasseltine, Abbot Bassett, Dr. A. L. Wyman, George L. Cooke, J. Rush Green, George B. Woodward, Willis Farrington, Henry Crowther, A. O. McGarrett, Dr. L. C. LeRoy, J. M. McGinley, Thomas H. Hall, H. J. Kelsey, J. B. Kelley, E. F. Kelley, A. A. Glines, W. H. Stafford, J. H. Laffe and E. S. DeGroff.

MILWAUKEE FANS ENTHUSE

In Spite of Chilly Weather Big Crowd Turns Out for Club Race

MILWAUKEE, Wis., Sept. 15.—Although the weather was chilly a large crowd of cycling enthusiasts gathered last Sunday on the Janesville Plank Road for the bicycle race run under the auspices of the South Side Cycling Club. On account of road repairs it was necessary to place the start and finish line about a mile from Jackson Park, making the trip to Hales Corners and return a distance of ten miles.

Clyde Bartmann, of the North Side Cycling Club, riding his first race from a seven-minute handicap, out-distanced a field of 20 classy riders, crossing the tape an easy winner. Fully two minutes elapsed before the second rider, Herbert Schulz, of the six-minute class, hit the finish line, closely followed by "Cork" Neumann, who started from the same mark. Then came young Oakley Fisher, who led his nearest competitor, C. Sager, for fourth place by 14 seconds.

Willison Finished Sixth

A minute later brought in the sixth rider, Geo. Willison, another youthful cyclist and the first of the South Side club to finish. Another stirring finish came when Art Laumann, the lone scratchman, with a masterful sprint near the goal, passed Johnson, Ott and Dietz, capturing first time honors in the fast time of 28:03. Albert Ott won second time in 29:11, while the winner of the race was awarded third time honors in 29:43. The finish and times of each rider are given below.

Pos. Rider.	Handicap.	Time.
1—Clyde Bartmann	7:00	29:43
2—Herbert Schulz	6:00	32:04
3—"Cork" Neumann	6:00	32:10
4—Oakley Fisher	7:00	33:11
5—C. Sager	6:00	33:25
6—George Willison	8:00	34:36
7—Jake Berlin	5:00	31:59
8—Art Sommers	4:00	31:00
9—Louis Pierron	4:00	31:01
10—William Willison	2:00	29:59
11—Art Laumann	Scr.	28:03
12—Frank Johnson	2:00	30:11
13—Albert Ott	1:00	29:11
14—Nick Gerber	8:00	37:02
15—Joe Dietz	1:00	30:43
16—Art Joers	5:00	35:46
17—Victor Schwinn	7:00	38:06
18—William Sharhag	8:00	39:35
19—Charles Prestin	4:00	36:34

TIME PRIZE WINNERS.

1—Arthur Laumann	Scr.	28:03
2—Albert Ott	1:00	29:11
3—Clyde Bartmann	7:00	29:43
4—William Willison	2:00	29:59
5—Frank Johnson	2:00	30:11
6—Joe Dietz	1:00	30:43

SEPTEMBER BOOSTER ISSUED

MILWAUKEE, Wis.—The Travel Number of The Bicycle Booster has been issued by the motor wheel division of the A. O. Smith Corporation. It contains 16 well illustrated pages and many interesting stories from riders of the Smith Motor Wheel and Flyer fans. It also calls attention to a new muffling device.

MIAMI BICYCLES ARE VITALIC FITTED

Company to Furnish Vitalic De Luxe Tires as Exclusive Equipment on All Its Cycles

MIDDLETOWN, O., Sept., 18.—The Miami Cycle & Manufacturing Company announces that it has decided to fit Vitalic De Luxe tires as exclusive equipment on all of the bicycles that leave its plant in 1918. This decision will insure the dealer obtaining high-grade equipment, no matter what model of Miami bicycle he orders.

The Vitalic De Luxe tires are made by the Continental Rubber Works, of Erie, Pa., which also manufactures the Vitalic Brigadier and the Vitalic Enduro. The Vitalic sales for July, August and September exceeded those of any previous month in the year, the company's books showing the increase to have been 25 per cent.

"The bicycle industry stands on the threshold of a new year," said President T. R. Palmer of the Continental Works, "and I believe the 1918 season is going to see more bicycles sold than at any period since the boom days. There is every indication that my prophecy will come true. The demand for bicycles is growing, and growing steadily. The boys and girls want them and they do not hesitate to tell their parents. The young men and women are finding the bicycle to be enjoyable and healthful, and the business men and women are learning the bicycle solves the transportation problem for them. The smaller tradesmen learned long ago that the bicycle cut their delivery charges, and now the larger stores are showing a disposition to maintain a corps of cyclists to make special deliveries."

BOY SCOUTS ON BICYCLE TOUR

MOUNDSVILLE, W. Va.—Edward Yorty and Earl Ward, members of the Boy Scouts of America, stopped over here a few days to visit C. E. Woodburn and other relatives, en route on their bicycles from Detroit, Mich., to Key West, Fla. They were four weeks out of Detroit when they reached here and they expect to reach Key West late in October. The journey is being made in the interests of the Boy Scouts of America.

HENRY HORTON DIES

NEW HAVEN, Conn.—Henry Horton, the well-known cycle jobber and dealer of this city, died a few days ago after a short illness. Mr. Horton was one of the consistently successful cycle trade men in this vicinity and a wide circle of friends will feel his loss.

NEW DEPARTURE NEWS IS OUT

BRISTOL, Conn., Sept. 17.—Volume 1 No. 24 of the New Departure News has just come from the press. The latest issue of the live house organ of the New Departure Mfg. Co. is replete with live news and well illustrated.

OLD TIME CYCLISTS HAVE A GALA TIME

Newark Velodrome Management Stages Old Timers' Race and Major Taylor Wins

NEWARK, N. J., Sept. 17.—Old timers and the halcyon days of cycling were brought back to the present day at the Velodrome yesterday afternoon. The management staged what was programmed as the Special Old Timers' Race at one mile, and riders that have made racing history all over the world in bygone days lined up before the starter, Charley ("Mile-a-Minute") Murphy, the first man to ride a mile under a minute on a bicycle. Jack Prince, high-wheel champion and track builder, acted as referee.

Here Is the Line-Up

Here is the field that lined up: Major Taylor, the colored rider, who won the American championship in 1900, and the world's title in 1899; Nat Butler, of Cambridge, a former handicap king; Alex. McLean, of Chelsea, Mass.; Howard Freeman, of Portland, Ore., now cartoonist on the Newark *Evening News*; Bill ("Fat") Tenzler, of Boston; John M. Chapman, of Atlanta, Ga., who is the manager of the track; Sam Brock, of Long Island City; Arthur Ross, a former referee; Eddie Blauvelt and Victor Hess, of this city, and Walter Bardgett, the Buffalo rider, now editor of the bicycle section of MOTORCYCLE and BICYCLE ILLUSTRATED.

At the start Butler assumed the lead with Bardgett in second place, the others trailing. Taylor went to the front at about the half-way mark, only to give way to Bardgett. Hess then took the lead and at the start of the fourth lap the order was Hess, Bardgett, Taylor, Ross and Chapman. Bardgett tried to go a lap and a half, but he was unable to hold out, and the field, led by Taylor, swept by him in a rush. Taylor won with Ross, Chapman and Freeman trailing him home in that order. No time was taken.

Old-time cyclists and old-time fans turned out for the meet, which, by the way, was one of the best staged at the local track this season. Birdie Munger, who started Major Taylor in his first race, and predicted great things for him, started him yesterday, and after the race Major said that Munger had started him in his first and also in his last race. A bit of comedy was put in the race when, just before the start of the vets, Frank Kramer, the ex-title holder, lined up with the eleven starters, but the referee ordered him out of the race, although the old birds stated that they were not afraid of Kramer.

Kramer, however, earlier in the day copped his share of the world's goods and glory when he triumphed over Champion Arthur Spencer and Bob Spears, the Australian, in two straight heats of a three-cornered match race. Spencer rode from in front in the first heat and led at a lap and a half from home. Just after the start of the last lap Kramer made his bid and in a masterful ride beat Spencer to the tape. Spears coming with one of his wild rushes also nipped Spencer by inches. Spencer led at the same station in the second heat, but Kramer, making his bid earlier, was in front at the bell with Spears on his wheel, and that is the way they finished.

Goullet Was the Class

Alfred Goullet, the local sprinter, was the class in two of the other three pro. races in which he was eligible to compete. Goullet put up a ride that did him credit in the half-mile handicap, riding from scratch and winning in the stretch. Willie Spencer was disqualified for rough riding after landing into third place. Goullet also won the five-mile open from Reggie McNamara and Frank Corry, Australians, and Jake Magin, the three-a-day winner. The miss-and-out went to Jake Magin.

The amateur events on the card were exceptionally good and furnished plenty of pep and action, a few spills and a farewell for Amateur Champion John L. Staehle and his great rival, Fred Taylor, both of whom are booked to go to Camp Dix on Thursday as soldiers in the new National Army. When Champion Staehle started in his heat of the pursuit race he was presented with a floral offering that made him blush. The card on the floral gift read: "Wishing you a safe return, Emily, Lucy, Pauline and Sadie." No wonder he blushed.

Byron Wins Pursuit Race

Ed. Byron, the Australian, won the pursuit race from Staehle and the other qualifants, after going almost two miles. The handicap at a half mile was won by Michael De Orio, a localite, and Charles Schwartz, of Orange, won the novice. In the novice event George Peterson, a localite, finished second, but R. F. Kelsey, of the National Cycling Association, did not like his actions, so he held up his prize to see if George has not some other name that he rides under. Kelsey thinks that he has discovered a ringer. Summaries:

Third-mile novice—Won by Charles Schwartz, Orange; second, George Peterson, Newark; third, George Hill, Newark. Time, 46⅗ seconds.

Half-mile handicap, amateur—Won by Michael De Orio, Newark, 75 yards; second, William Beck, Newark, 40 yards; third, Earl Thompson, Los Angeles, 55 yards; fourth, Al Krushel, Buffalo, 55 yards. Time, 53 seconds.

Australian pursuit race, amateur—Won by Ed Byron, Australia; second, John L. Saehle, Newark; third, Gus Lang, Newark; fourth, Eric Paetz, Newark. Time, 3:30⅘. Distance, 1 mile 1,027 yards.

Half-mile handicap, professional—Won by Alfred Goullet, Newark, scratch; second, Eddie Rupprecht, Newark, 50 yards; third, Willie Hanley, San Francisco, 20 yards; fourth, Jake Magin, Newark, 20 yards. Time, 53⅗ seconds. William Spencer, Toronto, finished third, but was disqualified for rough riding.

Miss-and-out, professional—Won by Jake Magin, Newark; second, Eddie Madden, Newark; third, Fred Hill, Boston; fourth, John Bedell, Newark; fifth, Willie Hanley, San Francisco. Time, 5:56⅗. Distance, 2⅚ miles.

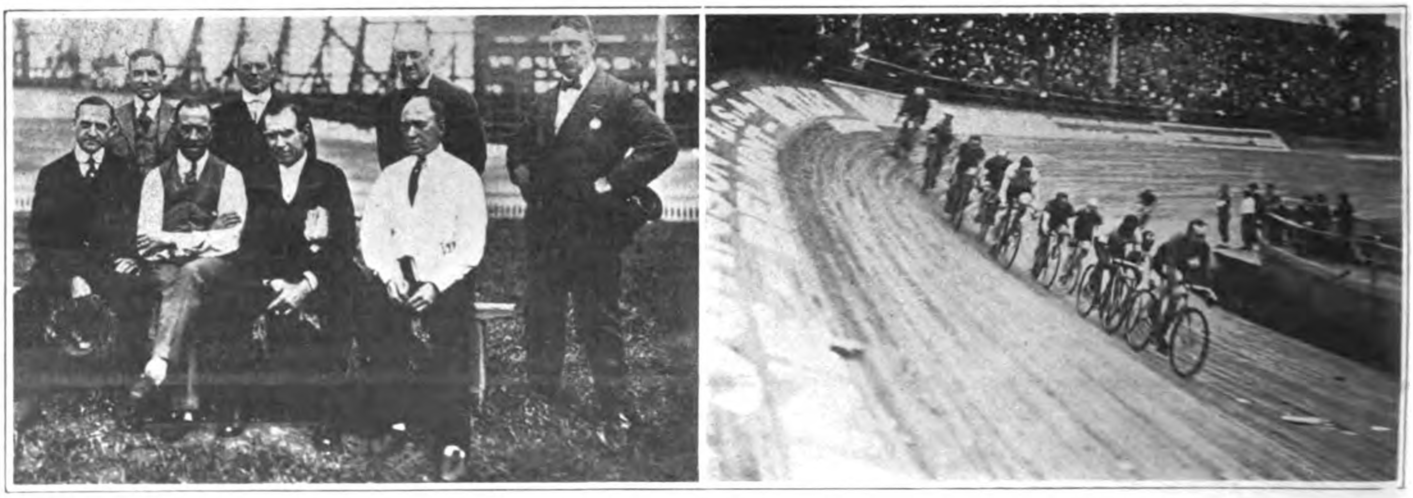
Five-mile open, professional—Won by Alfred Goullet, Newark; second, Reggie McNamara, Australia; third, Frank Corry, Australia; fourth, Jake Magin, Newark; fifth, Willie Hanley, San Francisco. Time, 10:25⅕.

One-mile match race, professional—First heat won by Frank Kramer, East Orange; second, Bob Spears, Australia; third, Arthur Spencer, Toronto. Time, 2:51⅕. Last eighth-mile, 11⅘ seconds. Second heat won by Kramer; second, Spears; third, Spencer. Time, 2:54⅘. Last eighth-mile, 11⅗ seconds.

One-mile Old Timers' race, professional—Won by Major Taylor, Worcester; second, Arthur Ross, Harrison, N. J.; third, John M. Chapman, Atlanta; fourth, Howard Freeman, Portland. No time taken.

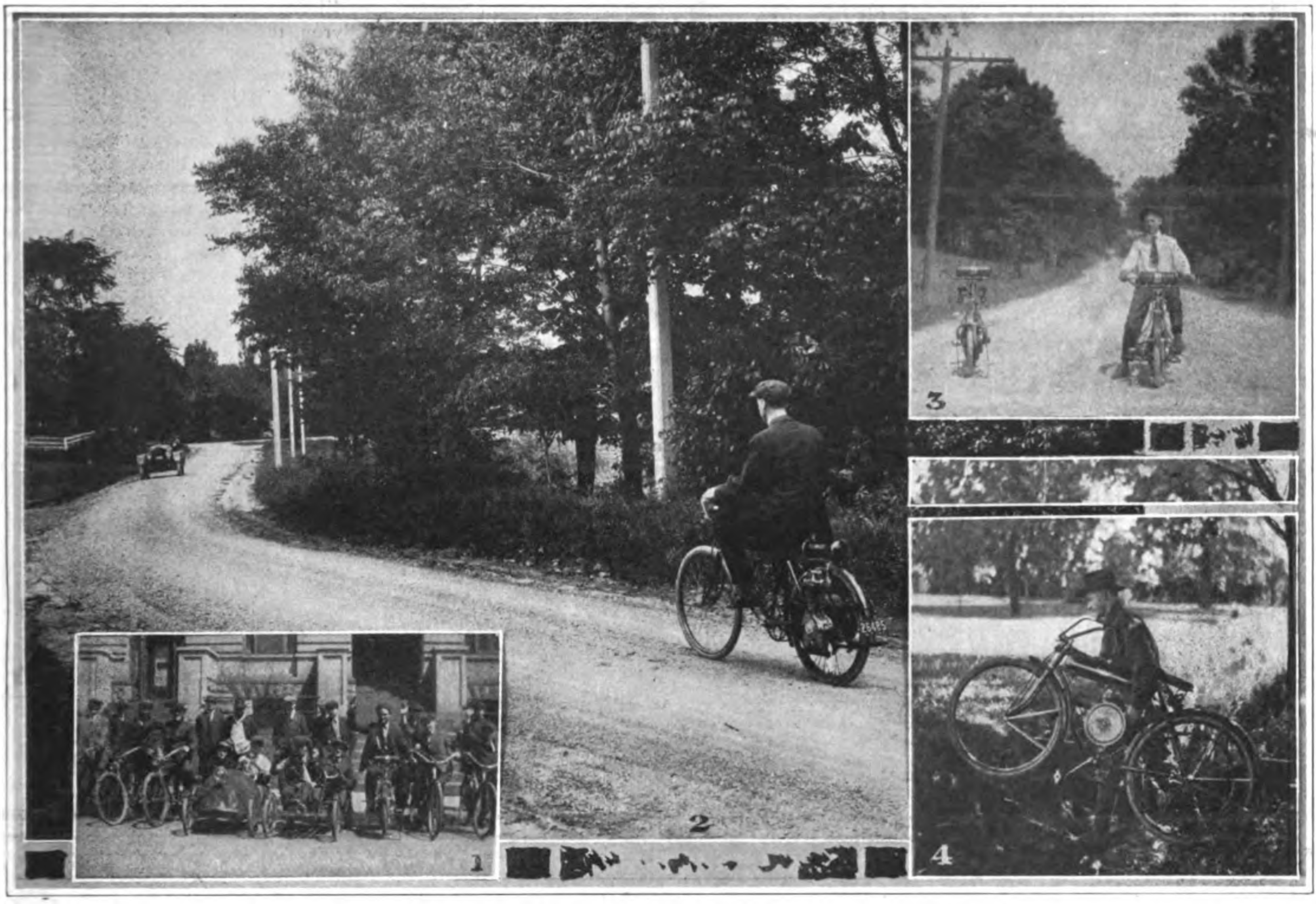
ADDS BICYCLES TO LINE

VANCOUVER, B. C.—J. A. Fleet, dealer in sporting goods, has added a large bicycle department to his establishment. He is handling several makes of bicycles as well as a large assortment of accessories.



With the Old-Timers at the Newark Velodrome: Left—A Group of "Youngsters," Standing, Left to Right, Arthur Ross, John M. Chapman, Howard Freeman and Jack Prince; Sitting, Left to Right, Victor Hess, Alex McLean, Walter Bardgett and Nat Butler. Right, the Field in the Old Timers' Race Rounding a Turn; Bardgett Is Leading with Taylor in Second Place

THE MOTORIZED BICYCLE



1. Dealer Kuzaroff Musters the Smith Motor Wheel and Smith Flyer Riders of St. Paul, Minn. 2. A Merkel Motor Wheel, a Day Off and an Open Road—a Pleasant Autumn Combination. 3. Back to Nature Via the Dayton Motor Bicycle—the Other Rider Is Behind the Camera. 4. When the Utica Highway Is Blocked, This Cyclemotor Rider Picks Up His Machine, Crosses a Field or Two and Then Is Off on Another Road Which Leads Toward Home

CORRY'S RIDING A FEATURE

Australian with Lloyd Thomas Win at Closing of Revere Beach Track

REVERE, Mass., Sept. 16.—Brilliant riding by Frank Corry, the Australian, and Lloyd Thomas, the 'Frisco sprinter, who were riding as a team in the 100-mile team race, featured the last race of the season at the Revere Beach track last night.

The race was scored on the point system. In the last ten miles a sprint was staged at the termination of each mile. In the race last night the leader at each mile received six points; second, five, and the sixth man one. Intermediate sprints were also staged. Corry won six intermediate sprints and three of the point dashes. Thomas won three intermediate sprints and four of the point brushes. In the sprints they failed to win, they finished second, Fred McKenzie winning two and Clarence Carman one.

Corry and Thomas finished first with 57 points. George Bowker, the Inwood, L. I., rider, and Hugh McPartland, Boston, squeezed in for second money. John Fardig and Fred McKenzie, the local favorites, finished third. Tim Sullivan and Tommy Grimm landed fourth place and Pat Logan and Fred Herbert fifth. Clarance Carman and Vincent Madonna were sixth.

George Wiley and Victor Linart retired at 65 miles. The Chandler-Jackson, Tom and Dennis Connolly and the Jeehan-Winslow teams were called from the track at the 90th mile. Fred McKenzie won the sprint at the 25th mile, while Frank Corry landed the bacon at the half-way station. Tim Sullivan crossed the line ahead of the field in the sprint for the 75-mile prize. Summary:

One-hundred-mile team race, professional—Won by Frank Corry, Australia, and Lloyd Thomas, San Francisco, 57 points; second, George Bowker, Inwood, L. I., and Hugh McPartland, Boston, 36 points; third, John Fardig, Orient Heights, and Fred McKenzie, Revere, 35 points; fourth, Tim Sullivan, New Haven, and Tommy Grimm, Newark, 32 points; fifth, Pat Logan, South Boston, and Fred Herbert, Fall River, 31 points; sixth, Clarence Carman, Jamaica, L. I., and Vincent Madonna, Providence, 19 points. Time, 4 hours and 8⅕ seconds.

POST OPENS STORE IN ORANGE

ORANGE, Cal.—George Post, who recently closed his bicycle business at Santa Ana, Cal., has bought out the bicycle store and shop of C. F. Newton of this place. Mr. Newton will devote his time ranching.

FINISH POINT RACES

Acme Wheelmen Wind Up Series of Interesting Events on Pelham Parkway

NEW YORK, N. Y., Sept. 10.—The Acme Wheelmen held its weekly races at the Pelham Parkway Sunday, September 2, and wound up the Class A and Class B point contests. J. Schaefer won in the first named class, while C. Froh annexed the second class. Summaries:

One-mile Class A race—Won by J. Schaefer; second, J. Palmier; third, T. Bendi; fourth, P. Reineke.

One-mile Class B race—Won by C. Froh; second, J. Amabile; third, G. Grundig; fourth, G. Amabile.

Five-mile handicap—Won by G. Grundig, one minute; second, P. Lacetti, two minutes; third, R. Lennox, two minutes. Time, 12:37.

One-mile Brassard Class A—Won by J. Palmier; second, P. Reineke.

One-mile Class A race—Won by T. Bendi; second, J. Schaefer; third, J. Palmier; fourth, P. Reineke.

One-mile Class B race—Won by G. Amabile; second, J. Amabile; third, G. Froh; fourth, G. Grundig.

The final standing in each class is given in the following tables:

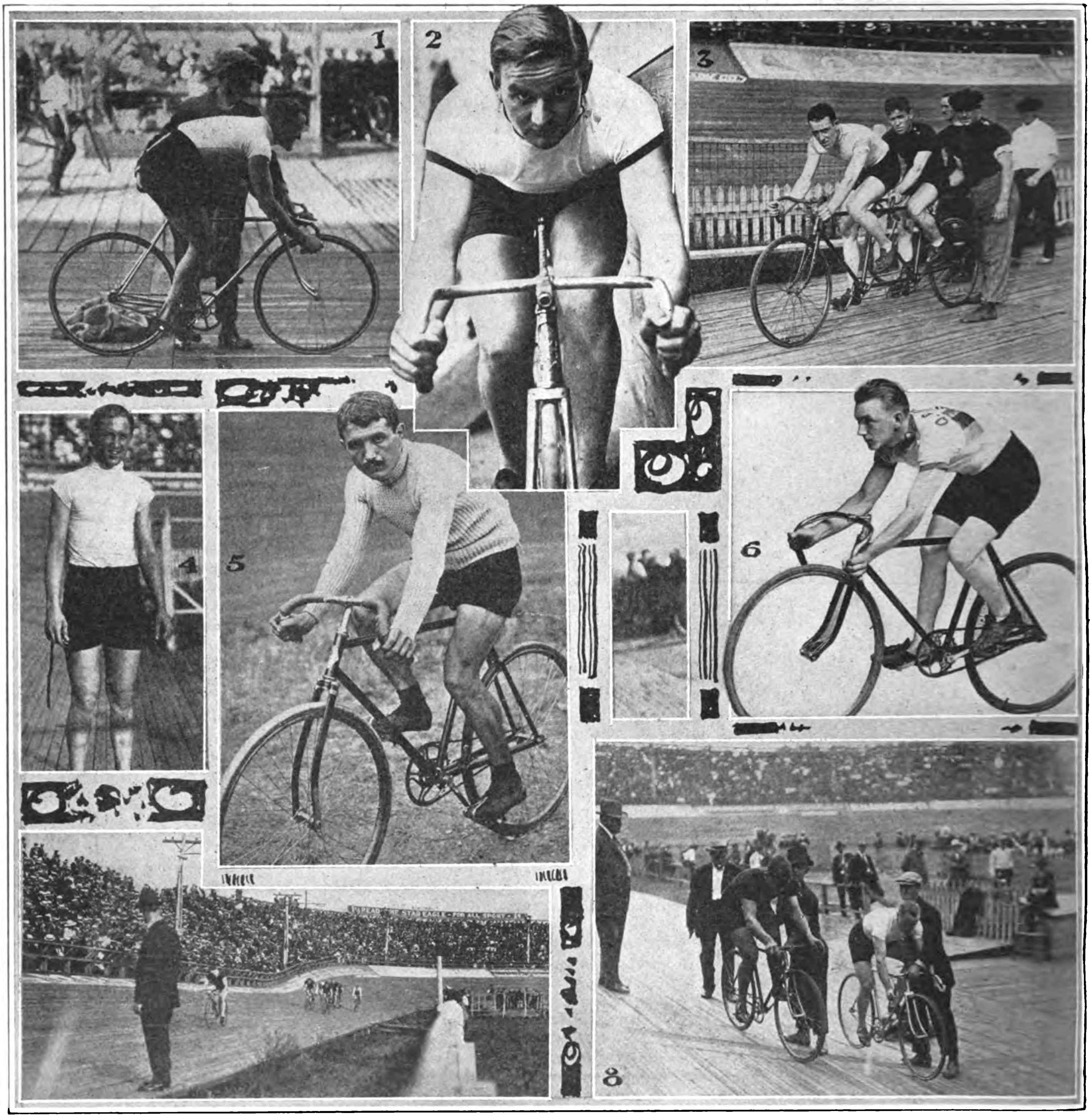
CLASS A

Pos.	Name.	Pts.
1	J. Schaefer	28
2	T. Bendi	25
3	J. Palmier	21
4	P. Reineke	11

CLASS B

Pos.	Name.	Pts.
1	C. Froh	27
2	G. Amabile	24
3	J. Amabile	20
4	E. Costes	15

AS THE CAMERA MAN SEES THE SPEED CYCLISTS



1. Frank Kramer, Former Champion, Starting from Scratch in a Handicap at the Newark Velodrome. 2. A Closeup of Arthur Spencer, the Champion. 3. Eddie Madden (in front) and Willie Hanley, Make a Fine Tandem Team. 4. George Chapman, a Promising New Jersey Amateur. 5. Francois Lefourcade, French Cyclist, Who Lost His Life in an Air Fight. 6. George Harley, a Fast Philadelphia Amateur. 7. View of Big Crowd and Handicap Men on Last Lap at the Newark Velodrome. 8. Start of Kramer and Spencer Match Race at Newark, N. J., Sunday, Sept. 9, Which Was Won by Spencer.

STARS TO JOIN ARMY

Amateur Champion John L. Staehle and Fred Taylor to Go to Army Camp

NEWARK, N. J., Sept. 19.—When the "Army Special" leaves this city tomorrow morning for Camp Dix at Wrightstown with this section's quota for the National Army, it will carry two of the star amateur cyclists of the Velodrome. The two that have been passed and will soon don khaki are John L. Staehle, the amateur champion in 1916-17, and Fred Taylor, who was his closest competitor for the past few years.

Both Staehle and Taylor are localites and are extremely popular with the public and their fellow cyclists. In addition to winning the title among the simon-pures last season, Staehle also won the championship of the Inter-Club Amateur Cycle Road-Racing League. Staehle would probably have repeated this year if he competes, but as he will be busy being made into a soldier for democracy he will not be amongst the starters in the series that will be run next month.

Taylor finished second in this year's championship and he has been riding Staehle a neck-and-neck race in the all-around struggle at the local track. After Sunday's races were finished Staehle led Taylor by two points in the above contest. The best wishes go to both Staehle and Taylor by the fans and friends, who admired their aggressive riding.

Bicycle Prices Too Low

Competition in Boom Days Gave False Ideas Regarding Expense of Manufacture to Jobber, Dealer and Consumer; Present Scale of Wages and Cost of Materials Justify Minimum Price of $50 for a Bicycle

By CHARLES A. LONN

Vice-President, Great Western Manufacturing Company

THERE is hardly any business in the world that has been more greatly abused than the bicycle industry. The fault for this may be pretty evenly distributed between the manufacturer, the jobber and the dealer. But it is permissible to place the greater share of the blame on the shoulders of the manufacturer.

In order to make and market a bicycle and to meet the most strenuous kind of competition, there seemed to be no limit to the way the selling price was cut. In many instances, cost was utterly disregarded, apparently, and the manufacturer's only thought was to secure more and more business, regardless of whether he was selling above or below cost of production. In order to reach the minimum selling price, he figured on stripped bicycles, these requiring the smallest amount of investment, both in material and labor.

These stripped bicycles left the manufacturer and went to the jobber. Some of them were under factory brands and still others were under any name the jobber happened to fancy. Of course, this put the jobber directly in competition with the manufacturer, and he in turn disregarded costs so to get the greatest returns from the dealers.

CHARLES A. LONN.

Then came the dealer. He equipped the stripped bicycles at as little cost to himself as possible. Every penny he spent on equipment meant just so much less profit he made on a sale. In many cases the dealers sold their stock of bicycles at so close a margin that their profits did not pay them for the time they devoted to making the sale.

A Penny Scrimping Policy

The manufacturer, the jobber, the dealer —each in turn adopted a penny scrimping policy, and, of course, it turned out to be the vicious circle, each passing the buck.

These conditions created the impression among everyone connected with the industry from the manufacturer to the jobber and the dealer and even to the consumer that there could be no such a thing as an increase in the cost of the bicycle. They seemed to believe that better values, inventions and improvements should be marketed at a steadily lowering figure. Each year when the manufacturer was ready to sell his line, the jobber asked, "How much of a reduction are you giving this year?" And the dealer asked the same question of the jobber and the consumer asked the same thing in the same way of the dealer. And so the story went, each new chapter telling of reduced values to gain trade, of reduced price to gain trade and of reduced profits for the manufacturer, the jobber and the dealer. The consumer may have secured a bicycle at a cheaper price, but he also received a cheaper machine and cheaper service.

Then came the European war. It had a direct effect on the bicycle business. The manufacturer has little, if anything, to say regarding how much he will pay for his raw material. The steel mills fix the price and the manufacturer accepts or rejects the proposition as he feels inclined. But the fact remains that he pays the price without argument or—he goes without.

And the same thing holds true of labor. There was a time when the manufacturer fixed the wage scale applying to the men in his plant. He does not do that now. The labor unions dictate what he must pay and he pays it or he fails to get labor.

Only one conclusion may be drawn from the foregoing. The manufacturer must sell his goods by a different method and at an increased price or go into bankruptcy. The jobber must do the same thing. And as the bicycles will cost the dealer more, he in turn must increase his percentage of profit so as to reap a fair return on his investment.

Let us take up the case of the consumer. He has not been to blame for the price cutting. He buys his bicycle as he buys his clothes or other merchandise at the price fixed by the dealer. Naturally he will object to an increase in price, but if he is a laboring man, he will charge more for his labor and thus be able to meet the new conditions.

Some dealers advance the argument that if the price of bicycles is raised too much, it will curtail the sales. But this is fallacious, I believe. If the price advance is within reason and really good value is given, the consumer will not object to the point where he will refuse to buy.

If bicycles could be marketed for from $40 to $50 each, the price would not be exorbitant, when the cost of labor and materials is taken into consideration. It is doubtful, too, if such an increase would affect the consumer—no matter whether he buys for pleasure or service—as he will not feel the advanced price because his income has been doubled.

When the business was at its best—and the majority of dealers recall that time—a bicycle brought $100 at retail and the rider bought a new one every year because he took a personal pride in his mount. He would either sell his old bicycle or trade it in each year so he could get one of the latest models. He could afford this expense then—at least, he did afford it—and the bicycle he bought for $100 was a far inferior one to the bicycle of today. Coaster brakes were unknown and equipment was far below present standards.

Today the individual has twice his former income and if he is called upon to pay $40 or $50 for a bicycle—just half of what he used to pay—he cannot in justice say the price is too high. The cheapest bicycle does not sell now for $50. They may be sold for $35 and there is no other merchandise he can secure where he will get as much for his money. He certainly does not get it in a suit of clothes.

Yields Better Returns

The consumer today knows the condition of the world's market. It is impressed upon him whenever he makes a purchase of food, clothing or anything else. He expects the prices to go upward and the dealer should have no difficulty in convincing his customer that the $35 or $40 he puts into a bicycle will yield him better returns than any other investment he may make.

To sum up: if the price of the cheapest bicycle should be fixed at either $40 or $50 it would be low when compared with almost anything else in the market. The price of bicycles is far from being high. It is low and everyone connected with the bicycle industry should realize that it must be increased. It may be that within a year or two the cheapest bicycle that a consumer can buy will cost $50 and this is far from being an unreasonable price.

EXTRA LAP IS RIDDEN

Judges Lose Track of Five-Mile Race on Riverside Fair Grounds

RIVERSIDE, Cal.—In the handicap events at the fair grounds here on Sept. 9, the results were as follows: In the half-mile race, Lawrence Osbrink, first; Gerald Louch, second; and Roger Haglund, third. Time, 1:04:3. In the mile race, Rose Nelson, Southern California road champion, first; Wilbur Worthley, second; and Roger Haglund, third. Time, 2:23½. In the five-mile race the judges lost track of the laps and the riders went five and a half miles. Wilbur Worthley was first; Rose Nelson, second; and Clyde Heaslet, third. Time, 12:32½.

WHITINSVILLE RACE, SEPT. 29

PROVIDENCE, R. I., Sept. 15.—The last race of the season of the Whitinsville Wheelman's Association will be run Sept. 29. The course is over the Whitinsville-North Uxbridge triangle of 16 miles.

A LINEUP OF MEMBERS, OFFICERS AND FRIENDS OF TH

The Flower City Lays Claim to Having One of the Liveliest Fisk Clubs in the Country. The Above P
R. J. Willis, of the Rochester Branch of the Fisk Rubber Co. Ably Assisted the

KRAMER AND GOULLET STAR AT K. OF C. MEET

Former Champion Takes Mile Open and Goullet Wins Paced Race from Reggie McNamara

NEWARK, N. J., Sept. 17.—Former champion Frank Kramer and Alfred Goullet, the former Australian, were the stars of the race meet at the Velodrome last Wednesday night. The evening had been termed the "Knights of Columbus Night" and was staged in honor of Frank Corry and Reggie McNamara, two members of the Star of Bethlehem Council. McNamara was very much on the job, but Frank Corry took a trip to Revere Beach to ride the World's Cycling Derby.

McNamara Gets a Stick Pin

Previous to the start of the 15-mile tandem-paced race between McNamara and Goullet, State Deputy John F. O'Neill of the Knights of Columbus presented the "Iron Man" with a handsome stick pin. After having the honors bestowed upon him McNamara rode around the track in the wake of a fife, drum and bugle corps of the order. The stick pin failed to insure McNamara of victory, however, as he lost out to Goullet in a race that was slow and lacking in pep.

Each contestant was paced by five tandem teams. Goullet set the pace most of the way. At two laps to go McNamara made his bid back of his star team, while Goullet was paced by Grenda and Piercey. McNamara came out on his team entering the back stretch of the last lap, but Goullet was too fast for him and he passed the Australian in the home stretch, winning by open lengths.

Kramer's opportunity to shine came in the one-mile open, which had been styled the Star of Bethlehem race. Kramer, Goullet, McNamara, Bob Spears, Australia, Arthur Spencer, the champion, and Alfred Grenda, another Australian, qualified for the final. When sprinting time came it looked as though Grenda and McNamara had formed a combination. Grenda went to the front with McNamara, Spencer, Goullet, Spears and Kramer trailing before the bell. Kramer made his bid on the back stretch of the last lap and won handily. Spears, coming strong in the last half-lap, nailed second place. Kramer was fined $5 for looking around.

Spencer is Fined $20

In the fourth heat of the Star of Bethlehem race Willie Spencer was fined $20 for rough riding Alfred Goullet. Spencer carried Goullet high on the track and the referee worked on him to the above extent. Spencer, however, had a chance to get the fine money back when he won the two-mile for the invitation boys. John and Menus Bedell won a popular victory in the two-mile open for tandem riders. "Me and Menus" led Hanley and Madden and eight other teams over the tape in a great finish.

Fred Taylor, the soon-to-be-soldier, won the one-mile open for the amateurs in a hard tussle with Charles Osterritter. Ed Byron, the Australian rider, took down third place, and Eric Paetz, the wobbler, wobbled into fourth place. Summaries:

Third-mile handicap, amateur—Won by James Magit, Newark, 60 yards; second, Gus Lang, Newark, 10 yards; third, Otis Foster, Birmingham, Ala., 70 yards; fourth, Frank Small, New York City, 55 yards. Time, 37⅗ seconds.

One-mile open, amateur—Won by Fred Taylor, Newark; second, Charles Osterritter, Newark; third, Ed Byron, Australia; fourth, Eric Paetz, Newark. Time, 2:26⅗.

Star of Bethlehem, one-mile open, professional—Won by Frank Kramer, East Orange; second, Bob Spears, Australia; third, Reggie McNamara, Australia; fourth, Alfred Goullet, Newark; fifth, Arthur Spencer, Toronto. Time, 3:06⅕.

Two-mile invitation, professional—Won by William Spencer, Toronto; second, Jake Magin, Newark; third, Willie Hanley, San Francisco; fourth, John Bedell, Newark. Time, 3:49⅕.

Two-mile tandem, open, professional—Won by John and Menus Bedell, Newark; second, Eddie Madden, Newark, and Willie Hanley, San Francisco; third, Fred Hill, Boston, and Jake Magin, Newark; fourth, Alfred Grenda and Charles Piercey, Australia. Time, 3:48⅖.

Fifteen-mile tandem-paced race, professional—Won by Alfred Goullet, Newark; second, Reggie McNamara, Australia. Time, 31:[illegible]2⅘.

BICYCLE DAY PLANNED FOR SANTA BARBARA

Dealers' Association Will Hold Street Parade and Race in Effort to Boost Sales

SANTA BARBARA, Cal.—Bicycle dealers of this city met a few days ago and organized the Santa Barbara Bicycle Association, the object of which is to assist in bringing off successfully a Santa Barbara bicycle day on November 24, while the general popularizing of the bicycle stands in the background as the main purpose. The officers are: President, James Slaybaugh; vice-president, H. E. Vincent; secretary, H. M. Hazard; treasurer, E. E. Brock.

President Tells of Other Days

In his opening talk President Slaybaugh called attention to the fact that, while last year only Los Angeles and San Francisco held bicycle days in California, this year such days have been held in Pomona, Santa Ana, San Bernardino, Redlands, Riverside, Pasadena, Long Beach and Los Angeles, with six more booked for various points in the San Joaquin Valley during the present month and San Diego following up on December 15.

Preliminary plans for the Santa Barbara celebration on November 24 call for a street parade of decorated bicycles, old time wheels, freak vehicles and floats, while the main attraction will be an amateur handicap race of 16 miles with 40 participants, the riders being sent out about a minute apart. Some 30 prizes for the day are already in sight.

MISS RUST IS SECRETARY

NASHVILLE, Tenn., Sept. 10.—Miss Rose Mae Rust, the energetic bicycle booster and Columbia agent in this city, has just been elected secretary of the local Women's Rotary Club.

LIVE-WIRE FISK BICYCLE CLUB AT ROCHESTER, N. Y.

FISK BICYCLE CLUB

aph Was Snapped When the Club Staged a Race Meet at Maplewood Park in That City. Manager ers in Running Off the Races; Good Prizes Being Awarded in Each Case

MADONNA SHOWS CLASS IN WORLD'S DERBY

Italian Triumphs in Revere Beach Classic Over Wiley, Linart, Carman and Corry

REVERE, Mass., Sept. 17.—Vincent Madonna, the Providence Italian, demonstrated that he was superior over a field of five paced riders in the World's Cycling Derby at the Revere Beach track last Wednesday. The race was one of 100-kilometers (62½ miles) and at the finish Madonna was a quarter-mile ahead of the American paced champion, George Wiley, and he was four miles in the lead of Victor Linart, the Belgian. Frank Corry, Australia, and Clarence Carman, the former paced champion, were more than a mile back of the Belgian.

Champion Wiley Battles Hard

Champion Wiley gave the little Italian a hard battle for 54 miles and was only about 100 yards back at that point. He cracked when Carman gave him a battle and dropped his pace and Madonna easily lapped him. Wiley at the 45th mile drew up alongside of the speedy Italian, but was unable to pass him. After the race Madonna was presented with a medal by Ex-Mayor Curtis, of this community, as well as a bouquet from his niece, Miss Ella F. Stevens.

Fred McKenzie was the class in the five-mile open for the professionals. Fred romped home in front of a big field, which included Lloyd Thomas, the Californian, who rode his first race since he broke his collarbone three weeks ago. Tommy Grimm, of Newark, finished second and Thomas third. John Fardig won the amateur three-mile open and then turned pro. to ride the five-mile open in which he ran fifth, and the handicap for the cash-chasing contingent went to George Bowker, the Long Islander. Summaries:

Three-mile open, amateur—Won by John Fardig, Orient Heights; second, Marcel Berger, San Francisco; third, William Cupit, Roxbury; fourth, Elmer Duncan, Everett. Time, 6:49⅘.

Half-mile handicap, professional—Won by George Bowker, Inwood, L. I., 70 yards; second, Pat Logan, South Boston, 60 yards; third, Lloyd Thomas, San Francisco, 55 yards; fourth, Tim Sullivan, New Haven, 20 yards. Time, 55⅕ seconds.

Five-mile open, professional—Won by Fred McKenzie, Revere; second, Tommy Grimm, Newark; third, Lloyd Thomas, San Francisco; fourth, Tim Sullivan, New Haven; fifth, John Fardig, Orient Heights. Time, 11:40⅕.

One-hundred kilometer motor-paced World's Cycling Derby—Won by Vincent Madonna, Providence; second, George Wiley, Syracuse; third. Victor Linart, Belgium; fourth, Clarence Carman, Jamaica, L. I.; fifth, Frank Corry, Australia. Time, 1 hour, 29 minutes and 11⅘ seconds.

RACING AT COLUMBUS

Jack Prince and Con Baker Plan to Open Track in the Ohio City

NEWARK, N. J., Sept. 18.—Jack Prince, the veteran racing cyclist and track builder-promoter, landed in town in time to witness the Old Timers' Race at the Velodrome on Sunday and act as the referee. Jack came on from Columbus, O., where he has started operations for a track along with Con Baker, the old-time cyclist.

Jack plans to run his track until the snow flies. The plans are to take a fleet of the overflow at the Velodrome and open on Saturday, Sept. 29, with a race the following day and every Sunday as long as the weather permits. So far Prince has the following to agree to go out: Charley Piercey, Australia; Floyd Krebs, Newark; Tom Bello, Brooklyn; Tommy Smith, Newark; George Cameron, New York City; Frank Corry, Australia, and Fred Weber, another localite.

MONTECALVO FORMING CLUB

PROVIDENCE, R. I., Sept. 3.—John Montecalvo, a local bicycle dealer, has taken the initiative in the formation of a bicycle club here. He is at work securing a list of names of prospective members. Plans are under way for the erection of a one-sixth of a mile track here next year by the management of the Revere, Mass., course. Shares are being sold quietly.

SENATE O. K.'S BILL TO DRAFT ALIEN RIDERS

Friendly Alien Racing Cyclists to Be Subject to Draft in Bill Passed By Senate

NEWARK, N. J., Sept. 17.—When the Senate down Washington way passed the joint resolution that allows of the drafting of all aliens in the United States except Germans and others exempt by treaty and those of countries allied to Germany, a bomb was thrown into the camp of the racing cyclists quartered at the Velodrome.

All Allied Subjects Affected

Under the resolution all subjects of allied countries who have lived in this country for a year will be either taken for the United States Army or the armies of their own countries. All aliens claiming treaty exemption would be given 90 days to leave the country. The State Department is awaiting the passage of the bill in the House of Representatives before negotiating with the allied countries for drafting their nationals. It is expected that the bill will pass this week, and that this as well as the Allied countries will start the draft operations.

Australians and Canadians make up a big part of the star delegation at the Velodrome. When called upon for examination in the United States draft Charles Piercey, Ed Byron, Frank Corry and William Spencer, the first three Australians, and the latter a Canadian, were passed, but on claiming exemption as aliens they were excused. They will be given a chance to go now or leave the country. Others that are located at the Velodrome that will be affected are: Alfred Grenda, Reggie McNamara, Bob Spears, Gordon Walker, Australians; Arthur Spencer, the Toronto lad who won the year's championship; Francesco Verri, the Italian, and a few others.

LEAGUE OF AMERICAN WHEELMEN SOLONS GATHER AT BOSTON FOR ANNUAL MEETING

Old Guard of the Once Powerful Cycling Organization Meet for Get-Together Meeting and Election of Officers; Milo Belding Elected President and Abbot Bassett Again Chosen as Secretary-Treasurer

Reported by **QUINCY KILBY**

BOSTON, Mass., Sept. 17.—The annual meeting of the League of American Wheelmen, familiarly known as the L. A. W., was called for Thursday, Sept. 13, at 33 Bromfield street, Boston, and there I betook myself blithely, as befitted my age, sex and previous condition.

Did 33 Bromfield street sound commonplace and prosy? Yes, but when I had passed its portals I realized that I was in the old Marliave restaurant. Marliave's!—in its day the most truly Bohemian café in the city. How many a tale its walls might tell of bouillon and bonhommie, of casserole and camaraderie, of wine and wit! Marliave himself, partially paralyzed, yet concocting the most marvelous pousse cafés—Madame, matronly and motherly—Francine, effervescent and efficient. Don't you remember that Francine married the lanky anarchist Kirschmayer, the best ecclesiastical wood-carver in captivity—him who was born at Oberammergau, and as a child took part in its world-famous Passion Play? I used to call him Kirschwasser and he termed me Trilby, and then we both laughed. Happy days, Henry, happy days. It was in the corner over there that I once beheld the poet Bliss Carman with a great deal of hair on his mind. The room is peopled for me with ghosts of past actors, artists and writers, with romances and comedies—and tragedies.

Greetings the Best Event

First and best of all events of the meeting came the greetings to friends and comrades of happy years agone, easily the foremost of all being that "good gray poet and the crown of snow," Abbot Bassett, the man who weaves the band which binds the league together.

May the paths whereon he walks be lined
with flowers.
May the skies forevermore be bright above
him.
Tough in former futile factions.
We have criticized his actions,
Individually and collectively we love him.

Milo Belding, the president of the league, was absent, being detained by the fell clutch of circumstance. We are proud of Milo because he has bought a million dollars' worth of Liberty Bonds. I myself was once president of the league, but I forget whether or not I ever bought a million dollars' worth of government bonds on my own hook. Can any of you gentlemen remember my doing so?

The meeting was called to order by Vice-President Whitney, the scamp from New Hamp. At his side sat the auditor, Augustus Nickerson, Certified A. P. A., he of the mathematical mind and quizzical smile. In the party were four members who were more than 70 years of age, they being A. S. Parsons, first secretary of the league when it was formed; James Ward, of Pascoag, R. I.; H. W. Bullard, of Poughkeepsie, and Abbot Bassett, of Newtonville, Mass., perennial secretary-treasurer of the organization.

Mr. Bassett's report showed that there was still a balance in the treasury and that there were 904 on the list of members, which was doing very well, considering that when the league was formed in Newport on May 31, 1880, there were but 128 members, and they had to build a treasury out of nothing.

The Faithful Were There

Faithful wheelmen assembled from far and near to attend the meeting, 32 in all being present. From Chicago came R. C. Craigie and W. M. Thorne. Philadelphia furnished Henry Crowther, L. W. Harris and W. L. Tougas. New York sent C. J. Obermayer, J. M. McGinley, J. B. Kelley and Dr. L. C. LeRoy. A. G. Fisher and George Coan came from New Haven; H. W. Bullard from Poughkeepsie; Elmer G. Whitney from Dover, N. H.; George L. Cooke, James Ward and Richard Hamlin, from Providence; Morris Barker from Lawrence; A. S. Parsons from Lexington; J. Rush Green from Annisquam, while Greater Boston furnished Abbot Bassett and his son-in-law Royal T. Lapham, Augustus Nickerson, Fred D. Irish, Quincy Kilby, William Wilkins, E. F. Kelley, C. C. Ryder, Charles A. Collins, Arthur P. Benson, Thomas H. Hall and Norman F. Haseltine.

Balloting for officers for the ensuing year resulted in the unanimous election of Milo M. Belding, of New York City, for presdent; Elmer G. Whitney, of Dover, N. H., and William M. Frisbie, of New York City, for vice-presidents, and Augustus Nickerson, of Boston, for auditor. Abbot Bassett, having been secretary-treasurer so long, it was deemed useless to print his name on the ticket. He would have been elected despite any opposition.

Throughout the years the league retains
One highly treasured asset,
The unremitting loyalty
Of Secretary Bassett.
May joyous days in swift routine
Pass o'er his venerable bean.
And should he ever land in jail,
May some good fellow goes his bail.

NELSON JOHNSON REPEATS

Popular Member of the Unione Sportiva Italiana Again Takes Club Title

NEW YORK, N. Y., Sept. 17.—Nelson Johnson, the unpaced record holder for the ten-mile distance, repeated his last year's performance when he won the championship for the year of the Unione Sportiva Italiana, and the Italian organization will pin their faith to Johnson in the championships of the Inter-Club Amateur Cycle Road-Racing League next month.

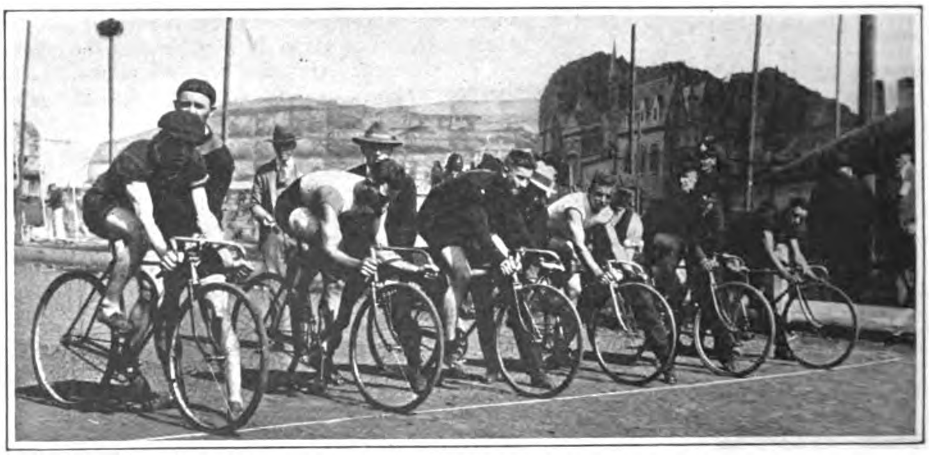
Johnson won the quarter-mile as well as the two-mile club events, while he landed in second place in both the half and the one-mile races. Out of a possible 20 points Johnson by his brilliant riding scored 16 of the total. Johnson also won the three-mile unpaced trial by going the distance in 8:05⅗. The summaries:

Pos.	Name.	Races.				
		¼-m.	½-m.	1-m.	2-m.	Pts.
1	Nelson Johnson	5	3	3	5	16
2	John Fargo	3	5	2	2	12
3	Jerry Nunziata	2	2	5	3	12
4	Anthony Attardi	1	1	1	0	3
5	Thomas La Rossa	0	0	0	1	1

THREE-MILE UNPACED TRIALS.

1	Nelson Johnson	8:06⅗
2	Thomas La Rossa	8:18⅗
3	Alex. Potto	8:26⅖
4	Anthony Attardi	8:30
5	Carrodo Zoccola	8:31⅖
6	James Alfonso	8:34⅕
7	Felix Patti	8:52
8	Reneri Sossi	8:52⅕
9	Luigi Orsini	9:00⅕
10	Otto Elswood	9:24⅖

WHEN THE YANKEES WON AT TORONTO



Start of International Half-Mile Race at Toronto Exposition, Sept. 8. Left to Right, "Doc" Morton, Canada; Fred Taylor, Newark; N. Webster, Canada; Al. Krushel, Buffalo; Fred McCarthy, Canada, and Charles Osterutter, Newark. Yankee Team Won on Points

GOULLET WINS ONCE MORE

Newarker Adds Ten More Points in All-Around Championship Battle

NEWARK, N. J., Sept. 17.—After his brilliant showing of yesterday Alfred Goullet, the localite, demonstrated that he cannot be beaten in the race for the all-around championship at the Velodrome and the coin that will go to the winner. Goullet won both the handicap and the five-mile open and added ten points to his score.

The fleet blonde now has 133 points to his credit as against 88 for Reggie McNamara, who is in second place. Frank Kramer, the ex-title holder, is in third place with 57 points as his season's points, while Bob Spears, the tall Australian, is in fourth place with 44 points.

Last week Fred Taylor managed to take away the lead in the amateur division, but, by taking second yesterday, in the Australian pursuit race while Taylor was shut out, Amateur Champion John L. Staehle again assumed the lead. Both Staehle and Taylor have been selected for the National Army and will leave with their quota on Thursday. The Velodrome amateur forces will lose two excellent riders when Staehle and Taylor leave to do their bit and the best wishes of the Velodrome fans and their numerous personal friends go with the two popular riders.

The standing in each division is given in the tables below:

PROFESSIONALS.

	1st	2nd	3rd	4th	Pts.
Goullet	18	8	7	5	—133
McNamara	7	10	8	7	— 88
Kramer	7	4	5	0	— 57
Spears	4	5	4	1	— 44
Magin	3	4	2	9	— 40
A. Spencer	5	2	2	2	— 37
Hanley	2	3	6	5	— 36
Grenda	2	3	5	3	— 32
W. Spencer	2	3	2	3	— 26
Eaton	4	1	0	0	— 23
Bello	3	2	1	0	— 23
M. Bedell	1	3	3	1	— 21
Madden	1	3	2	3	— 21
J. Bedell	0	3	2	2	— 15
Hill	1	2	1	2	— 15
Piercey	1	1	0	4	— 12
Verri	0	1	1	5	— 10
Smith	0	1	3	1	— 10

AMATEURS.

	1st	2nd	3rd	4th	Pts.
Staehle	13	3	4	1	— 83
Taylor	5	13	5	8	— 82
Lang	5	7	9	8	— 72
Osteritter	6	2	9	1	— 55
Byron	4	5	4	4	— 47
Dotterweich	1	6	4	5	— 36
Chapman	1	2	4	3	— 22
Nunziata	1	3	2	1	— 19
Horan	3	0	1	2	— 19
Ciacuich	1	2	1	0	— 13
Beck	0	2	3	3	— 13
E. Thompson	2	0	1	0	— 12
Young	1	2	0	0	— 11
W. Thompson	2	0	0	0	— 10
Palmier	1	1	1	0	— 10

Points: Five for first; three for second; two for third and one for fourth in open and handicap races only.

BALTROTSKY A WINNER

Captures Eclipse Bicycle Club's 20-Mile Race at Baltimore in Long Sprint

BALTIMORE, Md., Sept. 17.—J. Baltrotsky won the 20-mile club championship race of the Eclipse Bicycle Club, which was held yesterday on the Green Spring Valley road. He defeated H. Nechamkin and A. Goldman, in the order named, after a hard quarter-mile sprint. The time was one hour flat.

Baltrotsky, Nechamkin and Goldman, Brickman and Fox were riding together at the end of 15 miles when Brickman spilled. Brickman remounted and tried hard to get up with the bunch. Then Goldman began to set a very fast pace and Nechamkin relieved him at the 17-mile mark, still keeping up the fast pace.

At the end of the 18-mile mark, J. Fox began to tire rapidly, on account of the fast pace, and dropped behind. Then Nechamkin, at one mile to go, attempted to shake Baltrotsky and Goldman by a series of very hard sprints, but was unsuccessful. At a quarter mile to go, the final sprint began with J. Baltrotsky winning out. R. Brickman finished fourth and J. Fox fifth. The standing of the club championship race is as follows:

	Points		Points
J. Baltrotsky	28	R. Brickman	2
H. Nechamkin	24	A. Harrison	2
A. Goldman	13	N. Silverstein	1
J. Fox	12	A. Zbar	1
H. Cohen	3	L. Block	1

MADONNA TIES CARMAN

Italian Gets on Even Terms with 1916 Champion in Winnings Table

EVERE, Mass., Sept. 17.—By his win in the World's Cycling Derby, Wednesday night, September 12, Vincent Madonna, the Providence Italian, managed to tie Clarence Carman, the former champion, for fourth place in the table of winnings of the paced riders for the season, the season closing with the Wednesday night meet.

George Wiley, the present champion, leads the field with 92 points. Victor Linart is second with 61 and Percy Lawrence is three points back of the Belgian. Madonna and Carman each have 56 points. The final standing is as follows:

Rider	1st	2d	3d	4th	Pts.
George Wiley	11	8	6	1	92
Victor Lirart	6	8	2	0	61
Percy Lawrence	7	3	6	2	58
Vincent Madonna	7	4	8	2	56
Clarence Carman	5	6	3	7	56
Menus Bedell	4	5	5	2	47
Frank Corry	3	5	1	4	36
Elmer Collins	4	1	2	3	30
George Cameron	1	4	1	2	21
George Bowker	1	1	0	0	8
Reggie McNamara	0	0	2	1	5
Martin Ryan	0	1	0	1	4
Tim Sullivan	0	1	0	0	3
Michael Debaets	0	0	0	1	1

Points—First, 5; second, 3; third, 2; fourth, 1.

CYCLISTS IN THE DRAFT .

California Clubs Have Given Many Star Riders for the New National Army

SAN FRANCISCO, Cal., Sept. 17.—The selective draft has caught many of the racing members of the local and neighborhood clubs. The Garden City Wheelmen, of San Jose, has given 30 members to the cause, while the New Century Wheelmen, the local organization, has 18 of its members called. More are expected to be called.

George Simondi, one-mile State champion and star of the Garden City Club, is in the service as well as Verne Cooper, the star of the six-day preliminary meet earlier in the year. Arthur Page, a 1916 product of the New Centuries, is a first sergeant and L. L. La Hue, of the Garden City organization, is a captain of Co. B. Fifth Infantry.

POMONA THIEVES ACTIVE

POMONA, Cal., Sept. 15.—In order to check the activity of cycle thieves in this territory, the Pomona Valley Bicycle Association has offered a standing reward of $10 for information. which will lead to the recovery of the wheel and the arrest and conviction of the thief.

On the Bell Lap

BY THE VET

Charles Guyot, the Swiss, won the ninth annual road race from Berne to Geneva, Switzerland, Sunday, August 26.

Worth Mitten, the Iowa wonder, would have given a great deal to have been at the Newark Velodrome last Sunday. You surely missed a treat, Mitt.

When Major Taylor started in the Old Timers' Race at the Newark Velodrome on Sunday it marked his first appearance in a Sunday race in that city.

Fred Weber, the Newark pro., tried to take a short cut home in a race at Newark on Sunday, knocked Pete Drobach down in doing so and was suspended indefinitely for his haste.

Nelson Johnson, won the championship of the U. S. I. for the second time on Sunday. Johnson will make a good representative for the Italian organization in the coming Inter-Club title races.

John Staehle and Fred Taylor, two stellar riders in the effete east, and winner and second place man in the amateur championship this year, leave for Camp Dix to join the National Army today. Good luck to both of them!

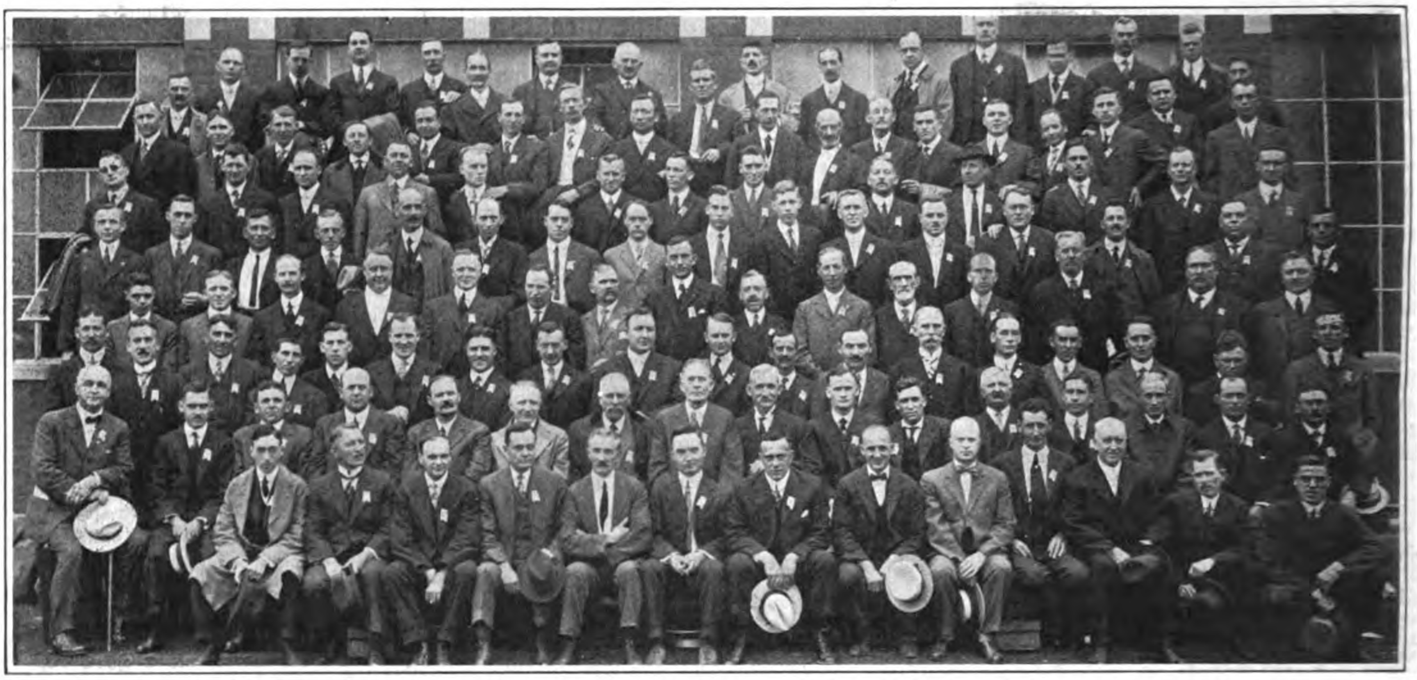
The old veterans of the bygone days that started in the Old Timers' Race at Newark had everything except ability to push the pedals around fast enough. Major Taylor, who had been training among some amateurs, showed a good sprint at the finish.

Willie Spencer, of the Spencer family, of Toronto, was $15 shy on the deposit slip when he went to do the family banking on Monday morning. The referee caused the shortage when he disqualified Willie in the handicap on Sunday for rough and uncouth riding.

At the Velodrome Sempione, Milan, Italy, Sunday, August 19, Oscar Egg, the Swiss, accounted for a two-heat paced race over Paul Suter, the Swiss, and Bordoni, the Italian. Egg won both the ten and 15-kilometer heats, his combined time for the two heats being 21:15 2-5. A sprint race called the Prix Friol, named after the French cyclist who was killed in the war, was won by Charles Oliveri, the Italian.

Hans Ohrt, the retired Californian, writes to say that a circus came to San Francisco recently, and his brother Ernest, who was dubbed "Tillie" by his colleagues at the Newark Velodrome, got the fever and followed the circus for three days. Hans thought he would have to go after him, but the runaway returned with $400 of knit goods orders for his house. Combining business with a pet ambition, as it were.

PROGRESSIVE CANADIANS WHO HAVE FORMED DOMINION BICYCLE DEALERS' ASSOCIATION



THIS is the good looking bunch of Canadian bicycle dealers, representing 54 cities and towns from Vancouver, B. C., to St. John, N. B., who attended the recent first annual convention of the retail trade at the Carls-Rite Hotel, Toronto. These dealers decided to proceed with the organization of a National association in the Dominion. They were called together for the convention by the Canada Cycle & Motor Company, Limited.

BREGENT OPENS NEW STORE

Canadian Distributor Demonstrating Regent Coaster Brake

TORONTO, Ontario.—Announcement is made by A. E. Bregent, of Montreal, Canadian distributor for Smith Motor Wheels, Pope bicycles, Troxel saddles and other lines and manufacturer of the Regent coaster brake, that branch headquarters have been opened at 177 King street West, Toronto, with Fred St. Onge in charge. Under the new arrangement, all goods for cities and towns west of Kingston, Ont., will be delivered f. o. b. Toronto.

Bregent is now demonstrating his new bicycle brake for which he holds the exclusive manufacturing and sales rights outside of the United States. It has been thoroughly tested and the last of several minor refinements have been made. A feature of the construction is that the brake has only four moving parts, each of rugged size. Bregent is also reintroducing the Pope chainless model in Canada for 1918 to sell in Canada for $80.

TO RECRUIT CYCLE FORCE

OTTAWA, Ont.—The Canadian Militia Department has issued orders for a resumption of recruiting for the bicycle branch of the Canadian overseas army for use in patrol work and guard duty in France. There was practically no recruiting for this branch all summer.

YOUNG TORONTO MAKES UP TO BICYCLE RACING

Youthful Riders Strive to Imitate Professional Stars Who Give Recent Speed Exhibition

TORONTO, Ont.—One apparent result upon the mind of young Toronto because of the appearance of Arthur Spencer and Frank Kramer, the great professional bicycle stars, in a local racemeet recently, has been the manner in which all the young riders around town have acquired the racing spirit. Bicycles have been stripped of mudguards and handlebars have been lowered to a racing position. Some youngsters have even possessed themselves of rigid rear wheels to use for racing purposes, leaving the coaster brakes for ordinary riding. Newspapers also have been receiving inquiries about bicycle records, gear ratios used by record holders and other items of the track.

On the other hand, the dealers have shown an awakening of interest by the manner in which they have been posting racing pictures and clippings of racing news in their windows. Job Spencer, father of the Spencer brothers, has been called upon to furnish a considerable number of photographs of his distinguished sons for window displays and mural adornment in the bicycle stores. He also has distributed a large quantity of clippings from the Newark papers, while illustrations from the trade journals also are much in evidence.

Bicycle men around town also have received requests for bicycle racing information from out-of-town enthusiasts. One aspirant, Albert V. Hurst, living in far-off Parry Sound, Northern Ontario, recently sent a list of questions, some fifteen in number, regarding racing principles, to a local bicycle official.

TO FORM HIGH WHEEL CLUB

TORONTO, Ont.—After seeing three high wheel races this season, the old boys of the bicycle game in Toronto came to the conclusion that they must have a high wheel club. The move is under way and every high wheel rider is urged to join.

MAKE THE CANVASSER SHOW CREDENTIALS

THE attention of Motorcycle and Bicycle Illustrated has been called to the fact that a canvasser representing the Central Circulation Bureau of Detroit, has been visiting Toronto dealers, and doubtless dealers in other Dominion cities, for the purpose of obtaining subscriptions to this journal. We have no knowledge of this canvasser or of the Central Circulation Bureau, and hereby warn intending subscribers that they should not make payments to anyone who fails to show one of the regular subscription receipts supplied by this company.

Remit direct to Motorcycle and Bicycle Illustrated, or, if visited by a canvasser, demand that he show his credentials. He'll have them if he is a legitimate subscription representative of this journal.

NEW METHOD OF OBTAINING GASOLINE DISCOVERED BY GEORGE A. BURRELL

WASHINGTON, D. C.—At present, when the country's needs for gasoline threaten to outstrip supplies, a new means for obtaining gasoline is of the greatest importance. Such a new source is disclosed in Bulletin 120, "Extraction of Gasoline from Natural Gas by Absorption Methods," by George A. Burrell, P. M. Biddison, and G. G. Oberfell, which may be obtained free upon application from the Bureau of Mines, Department of the Interior, Washington, D. C. Bulletin 120 is an important contribution to the literature on the extraction of gasoline from natural gas.

The extraction of gasoline from natural gas by compression and condensation has been an important and rapidly growing industry in recent years. In 1915 about 65,000,000 gallons were produced by such methods, while in 1916 the estimated production was 100,000,000 gallons. This gasoline is of doubled importance in that it can be blended with naphthas otherwise unsatisfactory for use in motors.

The absorption process is different from the older compression process and heretofore has not been described in literature. It is a method only recently commercially applied to natural gas yielding the same quality of gacoline and capable of being applied under conditions where the older process could not be employed profitably. By it the gasoline in natural gas, though extremely lean, can be absorbed in oil from which it is separated by distillation. Natural gases yielding less than 1 pint of gasoline from each thousand cubic feet of the gas have been treated with commercial success, where formerly this gasoline had gone to waste and had constituted a source of much trouble and expense in the pipe line.

Bulletin 120 treats fully the underlying principles of the absorption process, as well as the methods for testing natural gases for gasoline, the construction and operation of absorption plants, and records the results obtained by several plants of demonstrated commercial success. While so far restricted in commercial use to the treatment of large volumes of gases too lean for profitable treatment by compression, it is not thought to be limited to that field but is believed to be capable of extension into conditions where compressors are now being employed.

HORSE RACE LOST INTEREST

Clarksburg Fair Crowds Prefer Thrills Furnished by Motorcyclists

CLARKSBURG, W. Va.—The motorcycle race of September 12, at the Clarksburg Fair here excited more interest than the horse races. The race developed into a two-man affair between F. C. Frum and Dulex Hendrickson. Frum riding an Excelsior finished first in 6:40, with Hendrickson, also riding an Excelsior, second; C. R. Frum, Excelsior, third; and W. W. Ours, Indian, fourth. Frum repeated in the race the next day, but clipped 13 seconds off his time. Dulex Henderson was second, C. R. Frum, third, and W. W. Ours, fourth. Time, 6:27.

WISCONSIN LICENSE HIGHER

MADISON, Wis., Sept. 17.—Wisconsin motorcyclists will begin to feel the high cost of motoring after January 1, 1918, owing to new legislation which will increase the annual license fee for the rider of a power two-wheeler from $2 to $4, according to announcement just made. The private owner of an automobile will start the New Year by paying $10 instead of $5 for his annual license.

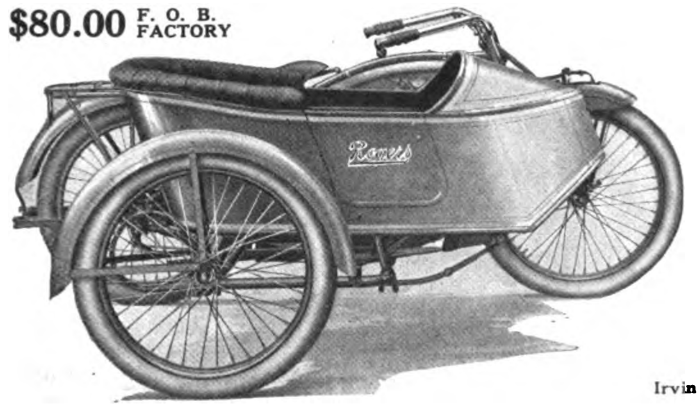
MOTOR SPIRIT FROM MAHUA

MADRAS, India.—Great progress has been made in Hyderabad in making motor spirit from the mahua. The tree abounds in the State, and the authorities gather about 25,000 tons of its flowers every year. Some 10,000 tons are used for liquor, leaving a balance of 15,000 tons, which are at present on the market.

MOTORCYCLE MAIL DELIVERY

DENVER, Col., Sept. 14.—Last week L. V. Rothrock, the Harley-Davidson dealer at Fort Morgan, Col., sold a Harley-Davidson to Ellis McDill, a rural mail carrier of that city. Up until this time Mr. McDill has been using an automobile, but he believes the motorcycle will serve his purpose to better advantage at a much smaller cost.

Model M
$80.00 F. O. B. FACTORY



ACHIEVEMENT

The Rogers Sidecar marks the achievement of a long cherished and worked for ambition—to produce a perfect sidecar for American motorcyclists. Rogers is perfect, in raw material, perfect in workmanship, perfect in its lightness of construction and comfort giving qualities. The sidecar for you.

WRITE FOR DETAILS

THE ROGERS MFG. COMPANY
337 West Madison Street CHICAGO, ILL.
Irving Beck (Service Station), 68-72 E. 131st Street, New York City, N. Y.

ANNOUNCEMENTS!

The next few weeks will witness several important announcements in MOTORCYCLE AND BICYCLE ILLUSTRATED.

WATCH FOR THEM

and learn what the big manufacturers have planned for 1918.

MOTORCYCLE AND BICYCLE ILLUSTRATED
450 Fourth Avenue, New York

VETERAN MOTORCYCLIST DIPS INTO THE MISTY PAST WITH ELOQUENT PEN

By Francis J. O'Brien

WHEN anybody drops me a line, or stops me to say that my choir at the Gesu, in Philadelphia, is a source of joy to them I am happy. So using the same process I tell you that though it is some years since I straddled a motorcycle I still buy your magazine, and it certainly does me good to read the well written articles and in spirit go to the many places and points of interest pictured. There is one issue of MOTORCYCLE AND BICYCLE ILLUSTRATED which has given me most lasting pleasure. It is a masterpiece. I refer to the May 14 issue of 1914. The planning of the trans-continental tours, the Saratoga trip, and the wealth of other matter, put this one issue at the top of any publication of its kind.

In looking over the big list of motorcycles made then, and comparing them with those of today, there is a tinge of sadness. How valiantly these makers pushed their machines. We had the Yale, Limited, Haverford, Pierce, Waverly, DeLuxe, etc. —a host of names, yet today but a few survive.

My own machine was a Pierce single. I was one of the first to drive a motorcycle over Turkey Run mountain, just this side of Shenandoah. I went to Pottsville every week from Philadelphia, making the run of 97 miles in four hours. This is a magnificent trip. I have been abroad twice, covered thousands of miles in the United States and though I have driven to New York and have made many trips to sea shore resorts with my Pierce, this trip to Pottsville, and frequently to Mahanoy Plane, some 12 miles beyond, satisfied my spirit better than all the other places together, with the possible exception of the wonderful view from Parker Hill in Roxbury, Boston, at the top of St. Alphonsus street.

A Photographer's Chance

A good photographer might make the trip from Philadelphia to Pottsville, and get some views en route, putting the riders wise to this beautiful run. Leaving Philadelphia, you make for Fairmount Park. You follow the river drive, for five miles to Ridge avenue. Then climbing the hill to Wissahickon Station, continue through Roxborough, straight ahead to Norristown, 18 miles. Straight on you soon come to a magnificent view at Eagleville, 4 miles from Norristown. This is called the Seven County View, and it always took some little effort for me to tear myself away. Continuing you soon reach Collegeville, and further on run into Pottstown. Right on through Stowe and Douglassville, and then you have the choice of three routes. On the one straight ahead, to the right, there is toll to be paid, but the scenery is wonderful.

The road to Reading from Douglassville is not so interesting until you come close to Reading, when the sight of the two great mountains, Mt. Penn and Neversink, is inspiring. Every rider who makes this trip should take the trolley ride up Mt. Penn. To reach there just before sunset, and climbing to the top of the observation tower, remain until darkness falls, watching the lights appear one by one until the whole view for 30 miles around is one of inexplicable beauty, and to see myriads of stars in an array which is almost appalling —why a man who is unaffected by things of this kind ought to sell his motorcycle and live in seclusion.

The next portion of the journey is wonderfully interesting. Leaving Reading, the route is through Leesport, Shoemakersville, Hamburg, Port Clinton, Orwigsburg, Fairmount to Pottsville. On this part of the journey, I think the most wonderful part is the first glimpse one gets of the mountains miles away. To realize that eventually you will cross them always creates an indefinable emotion. This sensation grows greater on each succeeding trip and you strive to make your stay as long as possible.

I had to give up motorcycling. I had a bad fall—my own fault—in Reading, when I struck a raised trolley rail. As I make my living with my hands, I thought the chances too great, so I sold my Pierce. But the old love is still there. Some day I'll buy a combination, and once again with cycle and sidecar, I hope to see the far-off mountain range and to stand right above Port Clinton and gaze on the distant view and the busy babbling brook which becomes the Schuylkill long before it reaches Philadelphia.

Diamond Chains FOR Motorcycles

Diamond No. 149 is an unexcelled motorcycle chain for every motorcycle service.

Every part is accurate, the wearing parts are heat treated by the same scientific process as those of our heavy truck chains, the rollers DO NOT BREAK.

Put DIAMOND to the test on your machine.

You'll be a DIAMOND booster ever after.

Diamond Chain & Mfg. Company
Indianapolis, Indiana

Most of the big manufacturers have contracted for large reserves of space in Motorcycle and Bicycle Illustrated to announce their products for 1918.

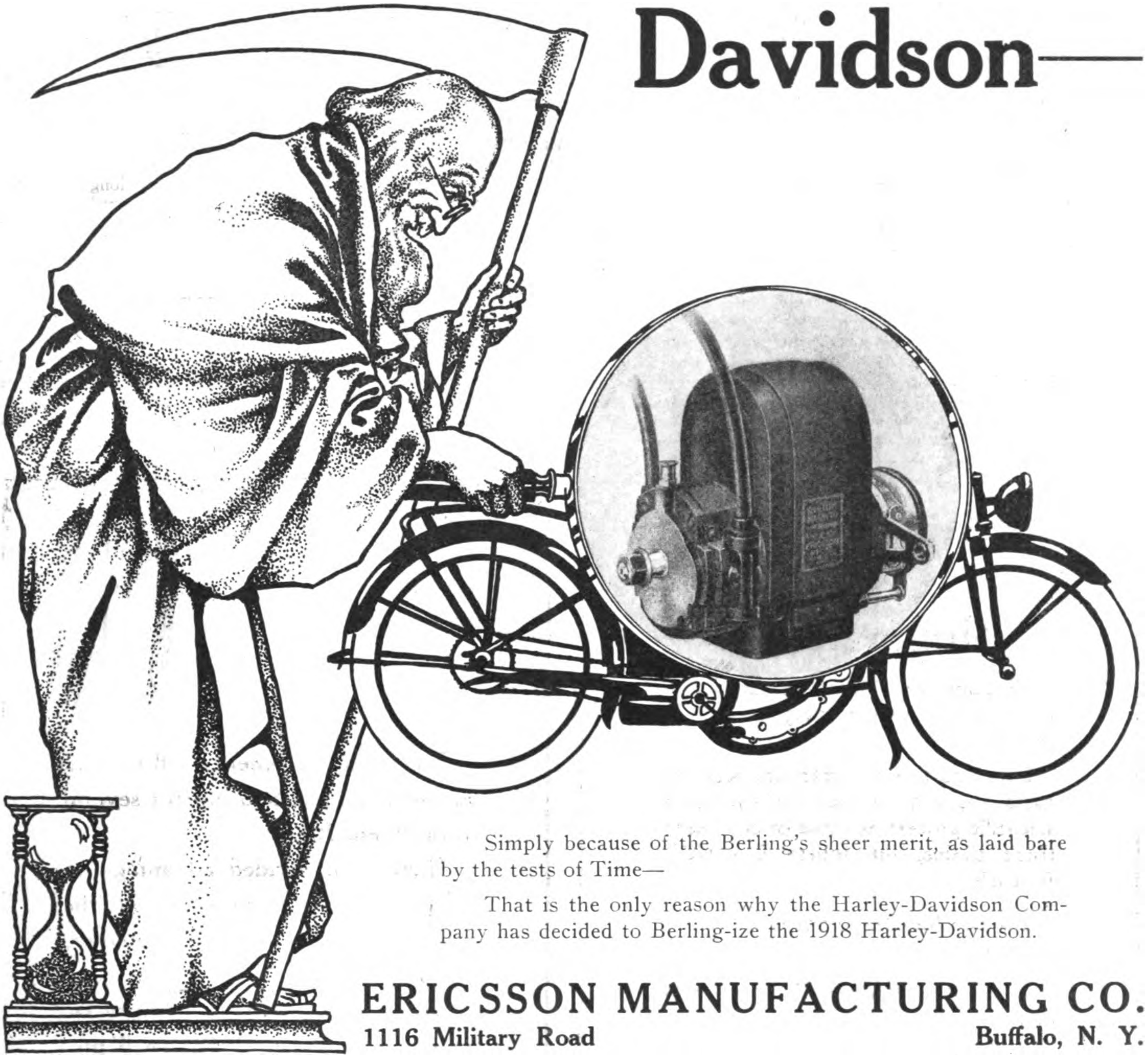
These announcements will start in our next number and run for several weeks thereafter.

There is a decided advantage in having your advertisement in the issues that carry these big announcements.

Get in touch with us at once by mail, phone or wire. We will prepare copy for you.

Motorcycle and Bicycle Illustrated
450 Fourth Ave., New York

Why the Berling Magneto is Standard Equipment on the 1918 Harley-Davidson—



Simply because of the Berling's sheer merit, as laid bare by the tests of Time—

That is the only reason why the Harley-Davidson Company has decided to Berling-ize the 1918 Harley-Davidson.

ERICSSON MANUFACTURING CO.
1116 Military Road Buffalo, N. Y.

Berling Magneto

Worth More Does More

DARK HORSE DEFEATS TORONTO PRO. RIDER

Connecticut Yankee Divides Honors with Nixon in Second Racemeet on Mount Royal Track

MONTREAL, Quebec.—The Indian and Harley-Davidson divided honors at the second racemeet on the Mount Royal mile dirt track, Montreal, on September 8. Art Ross, the local Harley-Davidson distributor, sprang a surprise by introducing a dark horse—Bollazza from Connecticut—who took the measure of Alex. Nixon, the Toronto professional crack, in the five-mile start, but Nixon came back in the 10-mile professional clash with a nice win over the American visitor. The time for the five-mile race was 4:45⅘, and for the 10-mile 9:11⅗.

Wilfrid Morrison, the young Toronto daredevil who straddled a Harley-Davidson, had things his own way in the open amateur event of 10 miles. He won in 9:48⅖, with Palmer, Excelsior, second.

The five-mile sidecar flight went to Thomas Bentley, a local rider who piloted an Indian, with Alfred Barry in close behind. The time for the sidecar race was 5:45⅘. H. Clapton, Indian, won his first novice race when he came home in the two-mile novice event in 2:14⅗. Alfred Barry, who rode a Harley-Davidson, made it a clean-cut victory in the five-mile amateur stock struggle when he won from J. Girard, Excelsior, in 5:25⅖.

Indian and Harley-Davidson devotees each took three first prizes during the afternoon. There were two automobile races on the card.

BICYCLE RACES THRILL

War Veterans' Meet at Galt, Ontario, Produces Some Fine Racing

GALT, Ont.—Bicycle and motorcycle races provided the thrills in the sports of the Great War Veterans' Association at Dickson Park, September 13. The contests were witnessed by a crowd of 2,000 people who paid their bit to help the war heroes in their campaign to secure funds for a home.

Scott captured the two-mile bicycle race for boys under 16 years of age, with Shuttleworth and Russell second and third. Blake won the two-mile free for all bicycle event in which he was chased over the line by Poore and Scott. McGregor, of Guelph, won the two-mile motorcycle event with Morton, of Galt, second. Morton, with his Indian, took the three-mile motorcycle race.

BICYCLES SHOWN AT FAIRS

LONDON, Ont.—Gold cars and other ornamental automobiles for show purposes are not grabbing all the attention at fall fairs in Ontario. During the week of September 10, G. A. Wenige of the Bicycle and Motor Sales Company, London, Ontario, had two gold-plated Red Bird bicycles on display as features of his big exhibit at the Western Provincial fair here. He also displayed the latest models of the Indian tribe.

PROMINENT TORONTO VISITORS

TORONTO, Ont.—Recent visitors in Toronto were E. Viertel and Bob Lawson, representing the Buffalo Metal Goods Company, of Buffalo. They spent two days with A. E. Bregent, who is the manufacturer in Canada of the new Regent Bicycle Brake. Another visitor was E. M. Lane, son of the late A. T. Lane, of Montreal, who was credited with having imported the first bicycle from England to the American Continent.

MORRISETTE A HENDERSON AGENT

MONTREAL, Que.—The Henderson Motorcycle Company is now represented in Montreal by E. Morrisette, 1088 Mount Royal avenue East, arrangements for the agency being made by Percy A. McBride, the Henderson distributor in Canada. During his first week as Henderson representative here, Morrisette disposed of three new models.

McBRIDE GOES TO CHICAGO

TORONTO, Ont.—Percy A. McBride, the Excelsior distributor for [illegible]n Canada, has gone to Chicago to have a peep at the new Excelsior models for the coming year, and to make trade arrangements for the next 12 months.

CASTILLO JOINS THE GRIZZLIES

SAN FRANCISCO, Cal., Sept. 8.—Milton Castillo, one of the fastest pluggers on the Pacific Coast and a member of the New Century Wheelmen, is the latest one to enlist in the army. Castillo joined the Grizzlies, a new California regiment.

HENDERSON

The Henderson's road achievements stand as convincing evidence of the supreme ability of four-cylinder power.

HENDERSON MOTORCYCLE CO
Detroit

The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit

THE HEART OF THE MOTORCYCLE

WE EQUIP
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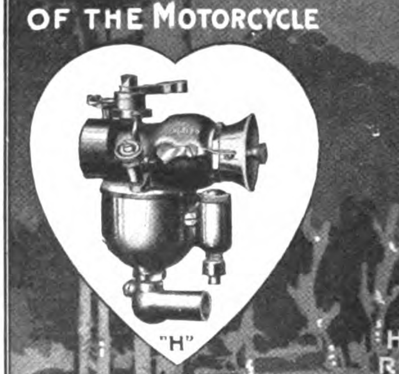
READING STANDARD



WHEELER-SCHEBLER CARBURETOR CO. INC
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

I am the Bell Hop—

MESSENGER
18

"A messenger in the biggest hotel in the city has a reputation to maintain.

"When errands call me out-of-doors, my bicycle is my standby.

"Time counts when guests want things—but traffic does not limit my speed very much, when I use a New Departure Coaster Brake.

"It gives me instant control of the wheel—it is the device that gets me there and back.

"Many a tip I owe to my New Departure."

Anything that helps a fellow earn more money is an attractive proposition to him. Any messenger needs a bicycle as much as a bicycle needs a New Departure.

We can help you get new prospects for your bicycles if you specify New Departure brakes on them.

THE NEW DEPARTURE MFG. CO.
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NEW DEPARTURE
COASTER
BRAKE

The Brake that Brought the Bike Back.

Special Service Department

EXCELSIOR - SERVICE

Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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NEW YORK SERVICE STATION

Sidecars and parts in stock for all machines
Special attention to dealers.

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HARLEY-DAVIDSON SERVICE CENTER

Complete Stock of Harley-Davidson Parts, Accessories and Supplies
Expert Mechanics with Factory Experience.

HARLEY-DAVIDSON SALES CO.
533 W. 110th St., New York
Branch 165th St., cor. of Webster Ave., Bronx, N. Y.

WE SPECIALIZE

In parts for all machines. Particularly old models—try us when no one else can help you. Complete stock of Thor—Merkel—Miami—Curtiss—F-N—Pioneer—Royal and others.

The Summit Cycle & Auto Supply Co.
Boulevard and Newark Ave., Lincoln Highway, Jersey City, N. J.
NOTE: Only 20 minutes from Broadway, N. Y.

National Dealers' Directory

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HARLEY - DAVIDSON
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing
302 West 13th St. Phone 3086 Chelsea

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Harlem Motorcycle Garage. Rogers Sidecars in Stock to Fit All Make Machines.
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Columbia, Hartford and Fay Juvenile Bicycles
Parts for the Indian, Excelsior and Pope
Repairs and Accessories

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79th St. and Second Ave. Tel. 1938 Lenox.
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Branch, 128 Bridge Plaza, L. I. City.
Tel. 2508 Astoria.

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594 Jamaica Ave. Tel. Cypress 4740
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FRANK P. BAKER
BROOKLYN DISTRIBUTOR
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Phone Bedford 5297 Brooklyn, N. Y.

BEN RUDERMAN
Greater N. Y. Distributer
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Brooklyn Agent Cleveland Lightweight
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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
FLUSHING BICYCLE EXCHANGE
30 MAIN ST. FLUSHING, N. Y.
Phone 496J Flush.

HARLEY-DAVIDSON
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given. Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

THE KOCH-RUHLE CO.
18 North Washington Street, Jamaica, L. I.
Harley-Davidson Distributors for Long Island, Exclusive of Brooklyn
REPAIRS AND REAL SERVICE

NICKERSON & SCHROEDER, Inc.

Eastern Distributors
READING STANDARD MOTORCYCLES

MAIN OFFICE
1078 BEDFORD AVENUE, BROOKLYN

Eastern Distributors
SMITH MOTOR WHEELS

CYCLE DEPT.: 1065 Bedford Avenue, Brooklyn
SERVICE STATION: 204 Clifton Place, Brooklyn.
COMPLETE SUPPLY OF MOTORCYCLE PARTS AND SMITH MOTOR WHEEL PARTS

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE

FOR SALE—Racing, big valve, ported Thor. Very fast. Shipping crate. Six tubes. Extra casing. Tools and chain. Make an offer. Harry Hynes, 2124 Cleveland Ave., Terre Haute, Ind.

BARGAIN—Have about 175 non-vibrating spark coils for motorcycles and motorboats. Will sell all or part at a bargain. These were to be used in connection with a small motor but plans were changed. Were never removed from original packages. Address R. P. M., care Motor Cycle and Bicycle Illustrated, 450 4th Ave., New York.

FOR SALE—Motorcycle and bicycle sporting goods business. Indian agency, well equipped repair shop, good paying business. Located in a well known Pennsylvania oil town. Will be sold for half price. Address "Penn," care of Motorcycle and Bicycle Illustrated, 450 Fourth Ave., New York City.

FOR SALE—Brand new Single Bar Cyclemotor, never used, $45.00. Callwell's Motorcycle Agency, 68 Broadway, Newburgh, N. Y.

FOR SALE: Used motorcycle parts good as new, for all makes of machines. These parts are not taken off because they are worn out. Our business is wrecking motorcycles in perfect condition; that is how all our parts are obtained. We have nearly all the old orphan parts, also large lot of complete motors, rebuilt motorcycles, magnetos, carburetors, sidecars, delivery vans, rear cars, accessories, and, in fact, everything pertaining to motorcycles. Motorcycle Parts Mfg. Co., Chicago, Illinois.

FOR SALE—1914 twin single speed Excelsior, $75.00. Particulars on request. Ralph Bonney, Bradley, New York.

FOR SALE—Steel portable garage, built especially for motorcycle with sidecar, good as new. Price $25.00. F. O. B. Cars. Photo sent. Harry Bradley, 2310 Sewell Street, Lincoln, Nebr.

FOR SALE—One 1913 Indian engine complete with magneto and carbureter, $30. 1 frame, $5 1 rear wheel with coaster brake, $5. Gasoline tank, $3. Handle bars with controls, $4. Clutch complete, $7. A large assortment of parts at house cleaning prices. Pratt's Motorcycle Shop, Brownsville, Pa.

WANTED—Henderson motor in running condition, state price. Address S. M. Stoody, 2012 3rd Ave., Huntington, W. Va.

FOR SALE—Miami power bicycle demonstrator, run less than 300 miles, $75. Address G. W. Tiger & Son, Colorado Springs, Colo.

FOR SALE—One Yale twin, first-class running order, $60.00. 1917 three-speed twin Indian Electric, nearly new, $225. One 1916 three-speed twin Harley-Davidson, Prest-O-Lite, in good condition, $160. One 1914 Harley-Davidson twin, single-speed, in good order, $60. Mathews & Hayner, Box No. 223, Clarinda, Iowa.

USED EXCELSIOR PARTS—We are wrecking a number of Excelsior motorcycles and will have all parts up to the 1915 model for sale at 50% from present list prices, and will have parts for 1915 and later at 40% from list. All parts O. K. Lowell Cycle Shop, 98 Gorham St., Lowell, Mass.

FOR SALE—1916 Smith Motor Wheel (will be shipped from factory, now being overhauled), $35. One nearly new, latest 1917 Smith Motor Wheel, $45. Will exchange these into a latest 1917 model Indian NEW motorcycle, one that has never been used. Will pay difference in cash. Dealers write me. W. D. Hurst, Smith Motor Wheel Agent, Middleboro, Kentucky.

FOR SALE—Motorcycle and Bicycle business, 10 years established, within 50 miles of Boston. Harley-Davidson and Cleveland agency. 100 motorcycles and 85 bicycles. Best equipped repair shop in New England. Good paying business. Good reason for selling. Will sell part on time. S. H., care of Motor Cycle Illustrated.

FOR SALE—A 60 H. P. racing and Sporty Auto. Photographs with particulars on request. Alexander Kerr, 37 Strant Street, South Manchester, Conn.

MISCELLANEOUS

WANTED—Motorcycles wanted, must be bargains only and not abused. Theo. Hanson, Halfa, Iowa.

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

WANT to buy Indian type P. W. motorcycle. Jas. J. Burda, Hayfield, Iowa.

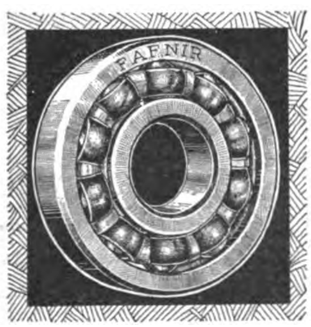
HELP WANTED

WANTED—Machinist familiar with Harleys and Indians. Will pay best salary in South. Must be honest and reliable, and good repairman. Wire at my expense. E. W. Watson Augusta, Ga.

WANTED—One first class motorcycle mechanic on Indian motorcycles and one salesman. We want first class men only. Sykes Motor Co., 37 E. Long St., Columbus, Ohio.

WANTED—First class bicycle repairman, one that can wait on front as well as shop work. Married man preferred. Must be honest and reliable. Good salary and steady work. Address "Business," care Motor Cycle and Bicycle Illustrated.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.



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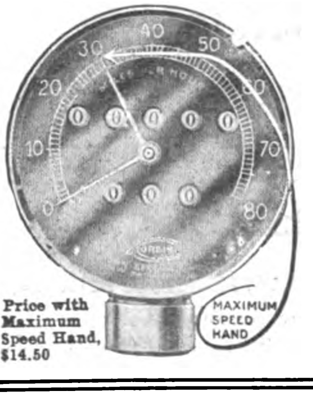
Count the Miles on a

CORBIN-BROWN SPEEDOMETER

Each mile will be accurate. That is one of the chief reasons for the Corbin-Brown's existence—IT IS ACCURATE. Made upon a principle that is utterly immune to extraneous influences this instrument remains accurate at all degrees of temperature and under all conditions.

Its hand is steady. Its dial is clear; its numerals sharply defined.

Furthermore the Maximum Speed Hand device which registers the highest rate of speed attained and remains at that point until reset, enables the rider to keep his eyes at all times on the road without constantly shifting them back to the speedometer.



Price with Maximum Speed Hand, $14.50

Dealers can do no better than to carry the Corbin-Brown. Motorcyclists can do no better than to equip it. Write for catalog.

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The American Hardware Corporation, Successor
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MOTORCYCLE CHAINS

7100 ⅜" Pitch 5/16" Wide
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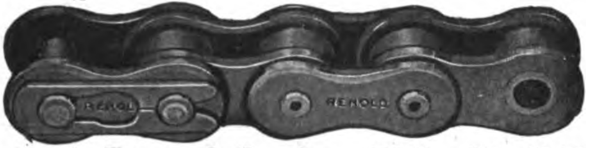
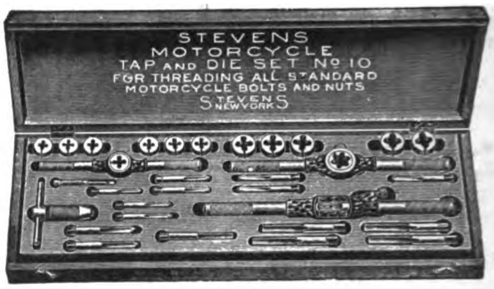
For over a quarter of a century the makers of Renold Chains have been putting 100 per cent. material, labor and brains into their product and for the same length of time the users have been getting 100 per cent. satisfaction.



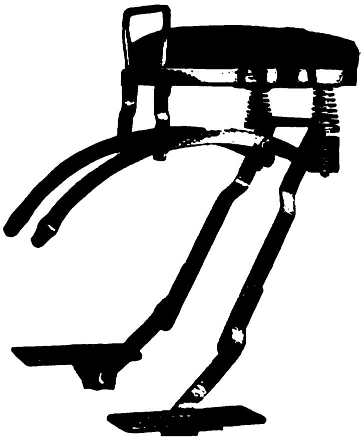
Peter A. Frasse & Co., Inc., 419 Canal St., N. Y.



A Good Threading Set

This set is complete—that means it will duplicate the threads on every motorcycle on the market. There are 13 adjustable dies, 15 machine tops, 2 stocks, 2 wrenches and screwdriver. We have made sure this set is right in quality. Set in hardwood case. Price $10.00. Discounts from your jobber.

Mfrs. of Bicycle, Motorcycle Accessories. **STEVENS & CO.** 375 Broadway, New York



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The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

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Surest Grip

THE gripping angles of toughest rubber come far down the sides providing for every road emergency. See your dealer. He can supply you.

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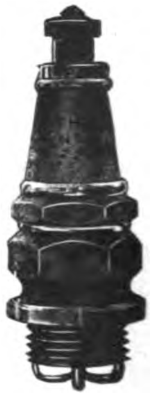
MOTORCYCLE TIRES

BENTON
SPARK PLUGS

are case hardened and are so carefully made of the very best material that you can put your confidence in Benton Service and not be disappointed. They make good every time.

TRY THEM ONCE AND YOU WILL USE THEM EVER AFTER

L. F. BENTON COMPANY
Vergennes, Vt.



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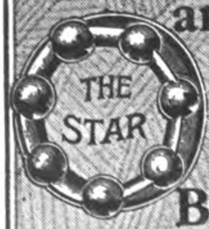

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LESTER L. SARGENT, Patent Lawyer
N. W. Cor. 10th and F Sts., Washington, D. C.

Your Attention, Please!

Have you made your arrangements to attend those big business-building Indian Conventions? If you haven't it's time to make your plan—for the factory representatives are on their way with the biggest, most complete sales-promotion and advertising plans ever prepared in the motorcycle industry!

To be prepared to take the fullest advantage of the coming sales season *You Must Be There!* For Indian 1918 sales promotion plans are cram-full of merchandising helps, all of which will be fully reviewed at these conventions.

You'll find this sales-ammunition the "Big Noise" in the Motorcycle field—prepared in the big, broad-gauged manner which has always been characteristic of the things done by the Hendee Manufacturing Company—*You* can't afford to miss it!

And don't forget the Indian "Movie"—it's a real thriller!

THE FIRST CONVENTION WILL BE HELD AT THE

CHICAGO BRANCH, October 3rd and 4th

You Know the Address—13th ST. and MICHIGAN AVE., CHICAGO

Look up the trains! Buy your ticket! Hop aboard for Chicago!

Indian

NOTICE—DEALERS IN OTHER PARTS OF THE COUNTRY WILL BE FULLY INFORMED CONCERNING DATES AND HEADQUARTERS OF THE OTHER INDIAN CONVENTIONS.

HENDEE MANUFACTURING CO.
Springfield, Mass.

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AMBITION
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September 1st

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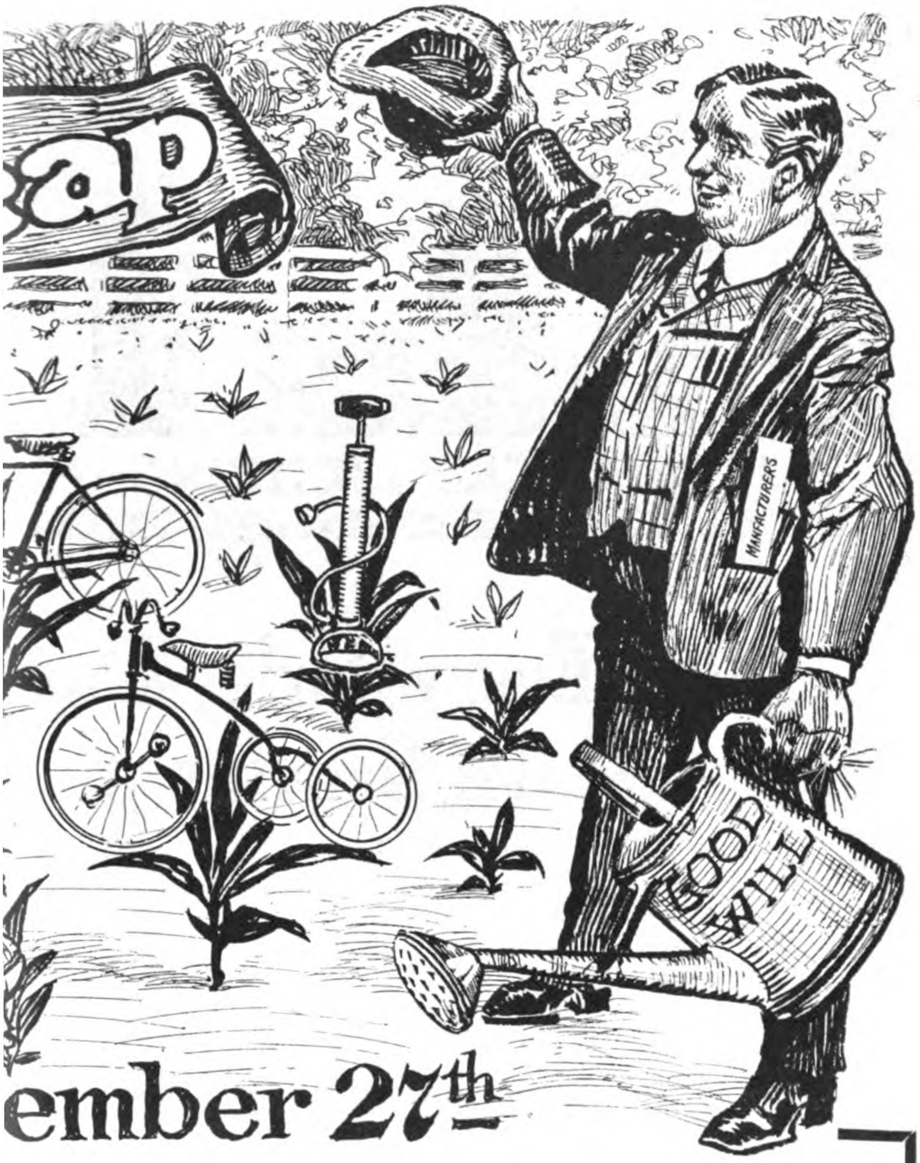
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JBBER CO. (Eastern Distributors)
S. CO.

E COMING!

REMY

MOTORCYCLE LIGHTING-IGNITION SYSTEMS

Give Every Harley-Davidson Buyer the Benefits of Remy

It is not asking too much when we ask you to sell Remy equipment on every Harley-Davidson that leaves your place.

You, the dealer, should realize this as keenly as we do.

Remy equipment always means a customer better satisfied; and every satisfied customer means another friend for the dealer.

The chances are about ten to one that if you go about it in the right way, you can sell Remy Lighting and Ignition every time.

The motorcycle buyer, like the motor car buyer, is after the things which will give him greater efficiency and greater convenience.

He would rather have a hotter ignition spark that makes starting easier and gives his motor more power, more life and greater flexibility.

There is no doubt that Remy ignition does provide a hotter spark.

The buyer would prefer a better lighting system, one that gives him a steady, strong light at the touch of a switch.

Remy does that very thing. He doesn't even slacken speed to turn on his lights.

It gives him, also, an electric horn—a loud, clear signal at the touch of a button.

More than three years ago, Harley-Davidson saw the trend which the motorcycle buyer's preference would eventually take.

Harley-Davidson prepared by adopting Remy Lighting and Ignition.

It could have had other systems; but it chose Remy because it believed Remy to be better.

And Remy is better—not in one way but in every way.

Because this is so, Remy actually helps sell Harley-Davidsons; it makes the dealer's work easier, his profits greater.

Many Harley-Davidson dealers have proved the truth of this, as you can do by putting your efforts on the Remy-equipped Harley.

Remy Electric Company
Sales and Engineering Offices
Detroit, Mich.
Factories and General Offices
Anderson, Indiana

A Live Proposition

Here are the details of the new co-operative sales plans which were laid before our dealers at the various Harley-Davidson conferences.

A Splendid Newspaper Campaign

For 1918 we are offering Harley-Davidson dealers the opportunity to participate in a carefully worked out newspaper campaign on a 50-50 basis. This makes it possible for Harley-Davidson dealers to materially increase their local newspaper advertising without additional investment for them.

A New Direct Mail Campaign

We have also submitted to our dealers a plan for circularizing their best prospects on a basis where the factory stands the greater part of the expense. This plan involves no work on the part of the dealer aside from sending his list of prospects in to the factory, the factory taking care of all the details of folding, addressing and mailing the series of folders.

These mailing folders have been worked out to fit all types of prospects. The prospect in the larger city, or the one living on the farm or in the small town, can be approached with literature designed to fit his particular case.

The Dealer's Own Campaign

Each one of the series of mailing folders carries the dealer's name and address printed as a part of the folder. These folders are the dealer's very own, designed to create business for him and to bring the livest sort of prospects into his store.

In the same way, the newspaper campaign carries the dealer's name and address. The newspaper advertisements are his, worked out so as to build up his business and to familiarize the people in his locality with his place of business and the Harley-Davidson line he handles.

HARLEY-DAVIDSON MOTOR CO.
Milwaukee, Wis., U. S. A.

COMING NEXT WEEK!

The INDIAN announcement of 1918 models, covering both motorcycles and bicycles, will appear in the October 4 number of this magazine

THE descriptive material, profusely illustrated, will tell a story of paramount interest to trade and riders, inasmuch as it will record the progress made possible,—in products already accepted on a quality basis the world over—through perfect co-ordination of engineering experience and ingenuity, knowledge of the precise requirements of the field and high standards for both workmanship and materials.

FOR the dealer this announcement will have business potentialities limited only by his own foresight and progressiveness; for the rider, whether in the power or pedal field, it will point the way to the utmost in service and exhilarating recreation awheel.

Indian

Hendee Manufacturing Company
(Largest Motorcycle Manufacturers in the World)
SPRINGFIELD, MASS.

It's a Mighty Rough Road

for the motorcycle dealer who neglects the "three-months-from-now" satisfaction of his customers or allows any opportunity to slip by that assures this satisfaction.

So guard your profits by selling the tires that assure the greatest satisfaction, that carry along with them the assurance of greater mileage, greater resiliency and greater anti-skid efficiency — **United States 'Usco' Tread Motorcycle Tires.**

For it's a mighty rough road that **United States 'Uscos'** won't navigate, and an increasing number of motor-bike enthusiasts know it, too! That's why their increase in popularity is so apparent to the man on the road.

Why not skip the rocks in your road to success by specifying the tires of satisfaction—**United States 'Uscos'?**

United States Motorcycle Tires are GOOD Tires

United States Tire Company

1790 Broadway, New York

Made by the Largest Rubber Manufacturer in the World

MOTORCYCLE AND BICYCLE ILLUSTRATED

PUBLISHED EVERY THURSDAY

Trade Journal Corporation
450 Fourth Ave., New York

E. A. Case, President Harry G. Jacobs, Secretary-Treasurer

Advertising Department
H. A. Williams, Adv. Mgr.
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Walter A. Bardgett Howard A. Florus

Subscription, Per Annum (Postage Paid) $2.00
Foreign and Canadian Subscriptions 3.00
Single Copies (Postage Paid) 10 Cents

Postage Stamps will be accepted in payment for subscriptions. Checks, Drafts and Money Orders should be made payable to Trade Journal Corporation.

Advertising forms close on Monday preceding date of publication. Advertising rates will be furnished on request.

Manuscripts and photographs submitted to the Editorial Department, if found unsuitable, will be returned if stamps to cover return postage are enclosed. Title of photo and sender's full name and address should be plainly written on back of each picture.

Entered as second class matter October 20, 1914, at the Post Office at New York, under act of March 3, 1879.

TO OUR ARMY RIDERS

Letters or articles concerning your experiences in the various motorcycle branches of military service will prove very interesting to the riding fraternity at home, and you are invited to send along such information as may be permissible, for publication in the columns of Motorcycle and Bicycle Illustrated.

Send us a letter, describing your army motorcycle experience—with a photo or two if possible—and this journal will gladly devote space to it. Riders all over the country are interested in what you are doing. You can keep them posted through this magazine. Write as often as you please; we'll be mighty glad to hear from you.

THE EDITOR.

MORROW
COASTER BRAKE

TO THE MANUFACTURER, THE DEALER AND THE RIDER WE SAY, IF YOU WILL EQUIP THE CYCLE YOU MAKE, SELL OR RIDE WITH THE MORROW COASTER BRAKE YOU WILL HAVE SECURED THE BEST BRAKING DEVICE THE MECHANICAL WORLD HAS YET PRODUCED.

TWENTY YEARS OF CONTINUOUS USE UNDER ALL ROAD CONDITIONS JUSTIFY THE ABOVE STATEMENTS AND OUR LONG ESTABLISHED REPUTATION GUARANTEES ITS ACCURACY.

"IT HAS MADE ITS WAY BY THE WAY IT'S MADE"

Send for our literature

Eclipse Machine Company, Inc.
Elmira, N. Y.
Licensed Coaster Brake Manufacturers.

MOTORCYCLE AND BICYCLE ILLUSTRATED

Volume 13 **New York, September 27, 1917** **Number 39**

ADVENTURING ALONG THE JOY-O'-LIFE TRAIL

By C. P. McDONALD

PART 2

A brief halt to survey the country from the summit of a long grade, "somewhere in New York State." Mrs. McDonald and "Betsy" are equally undisturbed by the climb.

THE first installment treated of the tour as far as Canandaigua, N. Y., and described in clever detail the pleasant processes by which the tourists adapted themselves to the open country and threw off the irksome thraldom of the cities. The present article carries the travelers over another interesting leg of their pilgrimage to Chicago. Read it—you won't find an equally snappy touring yarn in a blue moon.

AFTER leaving Canandaigua, we pushed on to Caledonia, soldiers' monument at Four-corners. As this brought our batting average for the two days up to 401.9 miles, we unpacked our panniers and camped for the night at Marshall Inn, which we are glad to recommend highly for its food, its service standards, and the kindly welcome of its handsome proprietor.

On Friday morning we were hitting a glass-smooth pike into Buffalo, through LeRoy, where Daniel Webster convinced a fair maiden it was about time for him to settle down for the second time.

At Batavia we paused long enough to look into the bores of two guns cast in the New York State Arsenal for the War of 1812, now standing before the Holland Museum.

At Buffalo, where bison browsed in the saltlicks in the good old days; where President Millard Fillmore lived in 1850; where President Cleveland ruled as mayor; where President McKinley was assassinated, and where President Roosevelt took the oath of office, we squandered a bit of time in order to ride through Delaware avenue, which cannot be surpassed in splendor and quiet, restful joy-riding surroundings. Also time was lost in and around Lafayette Square where my passenger, contrary to all established ethics, set up a clamor for a New York City pennant.

Thus had the enthusiasm of the trip grown upon her. All those misgivings of my ability to cope with possible mechanical troubles had disappeared—fortunately for me, aided and abetted by a total absence of said mechanical problems. After 458 miles of Elysian touring, she entered into the spirit of the thing with that full-measured fervency and unction born only of genuine unlimited enthusiasm. I had all along felt that she was thoroughly enjoying the adventure, but I had not been certain until the order went forth for that pennant.

Thirty-six miles of splendid macadam, concrete and brick pavement lie between Buffalo and Silver Creek, N. Y. But first one must get out of Buffalo, not entirely an easy matter, despite fairly thorough posting. Four-corners are abundant for three miles after quitting Main and Court streets at Lafayette Square. Then a rather circuitous route winds along the Lake Erie shore past the gigantic Lackawanna Steel Plant onto Hamburg Turnpike—a masterly bit of road engineering.

From Silver Creek to Erie is 58 miles and it is this stretch that yields the only hard going encountered between New York and Erie. When we traversed it, it was frightfully rough and the dust and sand buried the wheel rims practically all the way.

Fredonia is the first important town after leaving Silver Creek, and for miles and miles you journey through rich farm land and bountiful vineyards.

Next comes Brockton, where a short detour brings you to the crest of Thayer Hill, the highest point bordering Lake Erie, from where you see Canada, our nearest ally, blend with our own United States; a view which is one of the most picturesque and awe-inspiring we found on our westward journey.

Westfield, the home of Welch's Grape Juice, next hove into view. Here we lunched at Motor Inn, a place where delicious provender, dainty surroundings, and reasonable tariff were worth an hour of our time. From this township grape shipments are the heaviest in the world, the shippers drawing on over 8,000 acres of grapevines.

Forsyth and Ripley were the only remaining villages in the Empire State, and within half an hour we sandblasted our way over the boundary line into Pennsylvania. Less than twenty miles further on we came upon Erie.

A Lovely Time Was Had

At Fort De La Presque, or Erie, we dug out a letter from General Manager Frank Weschler, of the Hendee Company, to his brothers. We found them ensconsed in a most representative bootery at 910 State street, doing a thriving business. We also shook hands with several little Weschlers and a lovely time was had all around. As a souvenir of the occasion we were given a delightful morocco-bound memoranda book inscribed in gold letters, "For Better Shoes, Weschler's, of Course," which came in mighty handy and made possible the notation of data as it should be preserved and not on the cuffs of one's Manhattan.

"Bob" Weschler, with a load of little Weschlers, regally escorted us out to the outskirts of town in his Maxwell and set us upon the trail to Cleveland, 102 miles distant. It then was five o'clock, but we determined upon reaching Cleveland before pitching our tent at the Hotel Statler. This we did over some splendid stone and gravel roads, and passing over about 20 miles of beautiful residential sections and fine estates through Willoughby and Wickliffe. It was 10:30 when we pulled into a garage a block from the Statler and tidied up a bit. This put us on the third day out 652 miles from home and 51 miles ahead of our daily schedule.

The Wife's Folks Drove Out and Met Us at Ligonier

At eight on Saturday morning we got under way with misgivings. Heavy clouds crowded the sky and a downpour was imminent. We stopped on the outskirts of Edgewater Park long enough to put up the top and don our rain raiment.

The speedometer said 7.2 and the Blue Book said, "Meeting trolley, turn right on to Clifton Boulevard, curving left just beyond with tracks under RR.," and then—the deluge. To make it good, the engine began to labor and snort. We came upon a gentle incline—a mere 45 degree slope. Betsy—my trusty Betsy, whom I had for over 600 miles patted gently on the gas tank with unstinted praise and fervid admiration—balked, raced, stood still. "Smatter?" the wife wanted to know. "Didn't get a good start up the hill," I lied cheerfully. Then I turned the outfit around, coasted to the foot of the hill, and took a fresh start. Same old snort and hammer.

I got off, jerked out my tool kit, and tightened the clutch and chain. These difficult adjustments being made, I kicked 'er over and headed uphill again. Once more that disconcerting racing of the Powerplus and refusal to budge. I was saying things to Betsy that made her blush under her khaki skin, when a solo rider came along and, as usual, asked what he could do. I told him my predicament. He looked at the engine, grinned, picked up a stick, opened my oil reservoir, dipped in the stick, smeared a lot of oil on the spark plugs. "Tallow would be better," he informed me. Thus I learned how to run a motorcycle in the rain.

Shortly after it cleared up and we breezed along merrily for 25 miles to Elyria, over what is said to be the finest stretch of macadam and brick in Ohio. Reaching Clyde, we took a short detour to Castalia in order to see the famous bottomless spring called Blue Hole, whose waters are clear blue and dazzle in the sunlight like a rainbow.

At Fremont, the home of various and sundry brands of safety razors, we again went sight-seeing, visiting the home of President Rutherford B. Hayes at Spiegel Grove. The drive about the thirty acres surrounding the home, beneath a multitude of overlapping forest trees, is one of the most delightful we encountered on this most delightful trip. The gigantic dam at Belleville, close to Fremont, also is worth while. It develops 3,500 horsepower.

The whole jaunt from Cleveland to Toledo proved a 120-miles of airship comfort over perfectly smooth roads of macadam, brick, concrete, and asphalt. We stopped at Wauseon that night, where the Van Camp milk condensing plant is one of the town's sights, 20 miles to the good, the end of a perfect day, and but 229.7 miles to the first half of our journey.

Mud Delayed Breakfast

Sunday morning, though the sky was dull and gray, it never got beyond the threatening stage. Five o'clock saw us hitting the trail—we never shall forget the glory and freshness and crispness and ginger of those early morning spins Westward ho! We had decided upon breakfasting at Butler, some 44 miles distant, a couple of hours later. But we reckoned wrong. Seven o'clock saw us digging our outfit out of the mud on two different occasions just 8 miles from Butler. The rain of the day before had put one short stretch of dirt road in a deplorable condition. We spent an hour extricating ourselves from the axle-burying ruts.

Shortly after leaving Butler, we were hailed and commanded to stop by two men in a big Jeffery touring car. "We're pinched," I muttered to the wife, and opened the throttle to fifty. "Speed won't save you," said she. "They probably have your number." "Thasso," I agreed, promptly killing the engine. We turned back. The men had stopped and were coming down the road.

"Your name McDonald?" the older man inquired. I nodded. "I'm Captain Donovan," said he. "Your wife's sister and the folks are waiting for you at the Oliver House in South Bend. Dell told me to look out for you. Guess I've stopped a couple hundred of those outfits the last two days."

We thanked the Captain—a famous Chicago River diver in his good time—and hurried on. At Waterloo we paused long enough to get the folks on long distance. They met us at Ligonier and we spent the rest of the day jogging along at about thirty, stopping anon for a few soft liquids and rations and what not.

At four o'clock we took a short detour to Cedar Lake, where one of the finest chicken dinners in the world was served; although one of my brothers-in-law didn't appreciate the viands. He had a wonderful vermilion coat of sunburn.

Around eleven o'clock, we, the conquering heroes, wafted gently into Chicago, dusty, but still smiling. It was a great trip.

The Final Installment of Mr. McDonald's Article Will Appear Next Week

GREAT FUTURE FOR SIDECAR

Three-wheeler Is Acknowledged to Be Most Economical Form of Motoring by British Expert Who Predicts Manufacturers Will Standardize Products, Reduce Cost, Increase Sales and Popularize Sport After the War

OPTIMISTIC is the note on the future of the motorcycle and sidecar sounded by Mercurius in an article written for *Motor Cycling* of London, England. He takes exception to the high prices which prevail at present and says that as soon as the war is ended, the motorcycle and its sidecar will be within the reach of the purse of those who made bicycling so popular only a few years ago. He also calls attention to the thousands who prefer a good motorcycle to a light automobile and cautions manufacturers against trying to compete with the smaller automobiles. He says:

"To my mind the future of the sidecar is and always will be assured so long as the motorcycle is extant.

"Today one meets on the road more sidecar outfits than any other type of motor vehicle, and agents declare that the demand for sidecars is greater now than ever, in some districts even surpassing the demand for solo machines. The motorcycle is acknowledged to be the most economical form of motoring. This is the secret of the success of the sidecar outfit, and the longer this devastating war continues the more certain will be the continued popularity of this vehicle. After the war thousands of new converts to the sidecar will be released, while strictly economical motoring will be a necessity for several years, and the simple, inexpensive, yet withal efficient sidecar combination is assured of a prolonged lease of life.

Should Reduce First Cost

"The danger of over-elaboration must and will be guarded against by those manufacturers who are capable of seeing on which side their bread is buttered. Just as the light car manufacturers over-elaborated the No. 120 light car into a luxurious vehicle costing today £300, so did certain sidecar concerns lead the way into over-elaboration, and it is actually possible to pay £150 for a sidecar model de luxe, while 100 guineas have become quite an ordinary price for a modern twin sidecar outfit."

Mercurius recalls how in 1914 the manufacturers began to drift away from the real sidecar buying public by putting high-powered expensively-equipped sidecars on the market. He calls attention to the fact that these were beyond the reach of thousands of would-be sidecarists and that it is time the manufacturers came back to earth and realized the necessity for economical motoring. After referring to the comparatively small number who can afford the expensive sidecar combination, and prefer it to the light car, he asks manufacturers to consider quantity production, making his argument as follows:

"The backbone of the side-carring public was and always will be composed of that huge class made up of individuals—no matter what their incomes are—who have a few shillings per week to spend on pleasure and yearn for the open road. Once upon a time these individuals cycled, but now they hanker after a motor vehicle that can transport them, and probably their wives and children, to fresh fields and pastures new at a minimum of expense. To these hundreds of thousands of individuals (recruited from every walk of life), with limited capital and a desire for motoring, the simple, inexpensive sidecar makes an irresistible appeal."

Many Appealing Points

In summing up the motorcycle and sidecar points that appeal, the English writer brings out the low first cost, the low cost of operating, its adaptability for pleasure or business, its light weight which makes it possible to load it aboard a train at slight expense, its carrying capacity, its non-skidding qualities, the low cost of licensing it, the inexpensive range of tips when touring and its slight overhead charges. He says that when it resolves itself into a question of dollars and cents, the motorcycle and sidecar cannot be compared even with the light and cheap, comparatively, automobile.

Continuing his talk on the advantages of quantity production, Mercurius prophesies that after the war, the leading motorcycle companies will market a twin-engined de luxe sidecar combination at a price that will astonish and delight motorcyclists. He says the cyclecar never will be a serious competitor of the motorcycle with its sidecar combination. In conclusion he says:

"Speaking broadly, we shall probably see sidecar outfits divided into two classes, viz., singles and twins. There will be the 3½-4 h. p. single-cylinder model, which will probably become the popular type. With a three-speed gear, kick-starter and coach-built sidecar, adequately mudguarded, this model selling at 60 guineas should enjoy an enormous sale. The other class will embrace the various types of multi-cylinder outfits, varying from 4 h. p. to 10 h. p., and offering practically every refinement that the most fastidious expert can think of.

"For my own part, I believe there is still a great future for a first-class medium-powered twin double-purpose machine, and this may eventually prove to be the ideal model, which will appeal to the greatest number of both solo and sidecar riders. Such a machine, as I picture it, will have a 4-5 h. p. opposed twin engine, three-speed box and kick-starter, hand-controlled clutch, dropped frame to give low riding position, detachable wheels, sprung rear frame, all-chain drive, efficient mudguards and leg shields, and every part is accessible.

It will be scientifically designed with an eye on weight saving, and should be the last word in smooth running and flexibility, capable on top gear of 5 or 65 m. p. h. at the will of the driver. No heavier than a 3½ h. p. single and infinitely more comfortable and tractable, a machine of this kind, listed at, say, 65 guineas, would appeal to a very large circle of motorcyclists. As a solo machine it would satisfy the most critical T. T. rider, while by the addition of a quickly detachable coach-built sidecar you get a luxurious outfit that would make a strong appeal to the family sidecarist.

The Popular Outfit

"As these types of riders are as far apart as the poles, the manufacturer who can please both will indeed be in a fortunate position, as his productions will make a direct appeal to 75 per cent. of the motorcycling public. An outfit of this kind sold at 80 guineas would be superior in speed, hill climbing, reliability and economy to any small car costing double.

"However, the higher-powered sidecar outfit must retain a decided superiority over any type of light car selling at £100 to £150. The sidecar de luxe must be cheaper to buy, much cheaper to run, faster and more powerful on hills, more reliable, more accessible and better finished.

"Only by retaining the bulk of these advantages can the luxurious twin sidecar outfit hope to withstand successfully the coming competition of various cheap light cars and cyclecars. It rests now with designers to evolve a double-purpose machine which will be in a class by itself and unchallengeable as a cheap passenger outfit, and on the success of their efforts depends the future prosperity of the sidecar industry."

Late reports from England indicate that the war regulations concerning motor vehicles are stimulating interest in the sidecar more effectually than volumes of educational literature possibly could in times of peace, and that when hostilities are over the simple and economical three-wheel outfit will retain the loyalty of many Britons who formerly used motor cars.

The Weekly

NEWSY EXPLOITS OF THE CAMERAMAN

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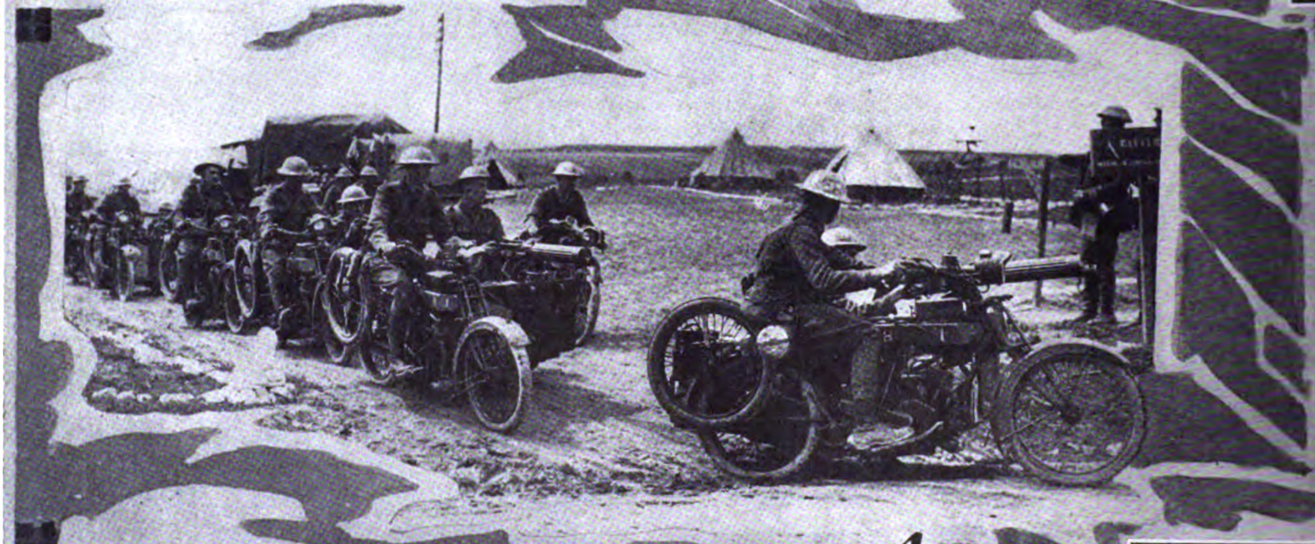
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REEL 1, Scene 1—Riders along the Rim of the World in California will be sure to pause at this picturesque spot.

Scene 2—Teaching the young idea how to ride; this youngster soon will be taking Pa and Ma out for an afternoon's spin in their Cygnet.

Scene 3—T. E. Messer, Harley-Davidson dealer in Corning, N. Y., demonstrates the machine's balance.

Scene 4—The Boches are attacking in force and the Motor Machine Gun Company of a British Regiment answers a hurry call for re-inforcements.

Scene 5—Lester Balagna, a Pope rider of Farmington, Ill., ready for a speedfest.

Scene 6—Time was when ponies carried the farmers on their rounds of inspection, but now the motorcycle enables the agriculturists to make daily trips all over the ranch.

Scene 7—Chief of Police A. W. Leiter, of Pomona, Cal., and his Thor motorcycle.

Scene 8—As a motorcycle booster Miss Berg makes good in Washington, D. C., where she also acts as secretary to the Cleveland agent; she is one of the cleverest riders in the district and a stickler for a neat riding costume.

Motorgraphs

PRESENTED IN TWO REELS ~ ~

REEL 2, **Scene 1**—Showing one of the Reading Standard testers looking over the testing grounds somewhere in the Pennsylvania mountains.

Scene 2—Captain Kimbell of the Marion, Ind., Ambulance Corps is proud of the Indian sidecars he uses in the Hattiesburg, Miss., cantonment; the equipment was sold him by "Korky" Harwood, Indian dealer in Marion.

Scene 3—Riders and sidecarists pause for their noonday meal in a shady glen along the route, well satisfied with their morning ride.

Scene 4—These Detroit, Mich., Henderson boosters find the four cylinder machine just the thing to carry them to and from their favorite hunting grounds.

Scene 5—An Indian rider collecting kelp, which abounds along the beach near Alhambra, Cal. This fellow combines business with pleasure, inasmuch as his gatherings enter into the manufacture of paper.

Scene 6—Washington National Guardsmen practising for a brush with the enemy; Sergeant Steve Poph of Fort Casey, Seattle, getting into action with his sidecar rider.

Motorcyclists Ahoy!

Uncle Sam's Doughty Sailors Delight in the Joys of Ambling Around the Country Astride Their Machines on Shore Leave and They Are Not Solo Riders; Messmates Help Put Buses Aboard Ship; Blue Jackets Are Strong for the Two-Wheeler

By **FRANK RICHARDSON PIERCE**

FROM the standpoint of a navy yard, the Puget Sound Navy Yard is the best in the United States. It is not only more than 150 miles from the ocean, but it has a channel that permits the largest dreadnoughts to enter or leave the yard at any time regardless of tide or weather conditions.

A United States Senator once suggested ordering the battleship Oregon south "before Puget Sound freezes up." The joke is readily appreciated when one sees the men of the fleet leaving at all times of the year on motorcycle hunting, fishing and pleasure expeditions.

True, a sailor cannot carry a motorcycle in his "ditty box" or "bag," but to the men who have clean records for conduct and attention to business there is generally room somewhere for a motorcycle. Maybe the "gob-motorcyclist" has to hoist his machine aboard along with ammunition and stores. Maybe it is stowed away in some hold, where the owner rarely sees it, but nevertheless it is there, and when the ship drops anchor and the "bo'sun's mates" pass the word, "lay aft the liberty party," a motorcycle or two will make its appearance and willing hands will either lower it with tackle, or carefully run it down the port gangway into the "motorsailer," which can easily carry 60 men and a few motorcycles here and there. If the ship is tied up to the dock, then the bluejacket merely runs his machine to the gangway, "salutes the side," hops on and skids down to the dock. Either way, when he gets 24, 48 hours or more of liberty his motorcycle is ashore when he is.

Off With His Sweetheart

Seattle is but an hour's ride by boat, and for a small additional sum, Jackie can take his motorcycle with him. "A sailor has a sweetheart in every port." This is doubly true of the sailor with the motorcycle, and when he hits Seattle it is but a few minutes later that "she is climbing onto the tandem," and a moment later they are whizzing away to eat their lunch 50 or 70 miles from Seattle in some ideal spot in the Cascade Mountains or visiting friends in some distant inland town. The motorcycle not only permits the men of the fleet to spend a pleasant afternoon or day with their sweethearts, but many a fellow who owns a motorcycle has visited friends in a distant town, when, if he had to rely on train service and schedules, his limited time of "liberty" would have made the trip impossible.

Not all the men take their sweethearts. A common sight on roads about Seattle is a sailor riding along with a shipmate on the tandem seat. And can they ride? Ride, well I should say they could. The writer was 75 miles from Seattle on the Portland road recently. And while fixing a puncture noticed a rapidly approaching dust cloud. Whoever it was was taking the ruts, sand and dust in a true Baker-Bedell stpyle. The cloud approached to within ten feet and stopped. The dust settled down slowly, two white hats first appeared, then two begoggled, dusty faces. Our eyes wandered down to the regulation trousers and leggings, then back to the non-regulation, but highly comfortable mackinaws.

"Say, oldtimer," yelled the driver, "how far is it to Portland?"

"One hundred and twenty-five miles."

Only 400 Miles!

They stopped long enough for a picture, and were off. They had been granted liberty from 12 o'clock Saturday noon until 8 o'clock Monday morning. They expected to spend Saturday evening and all day Sunday in Portland, and then ride all Sunday night, catch the 6 o'clock boat from Seattle for Bremerton on Monday morning, clean up themselves and machine and report aboard ship spick and span, as all good sailors do, at 8 A. M. It was a few miles over a 400-mile trip, but they seemed to take it as a matter of course.

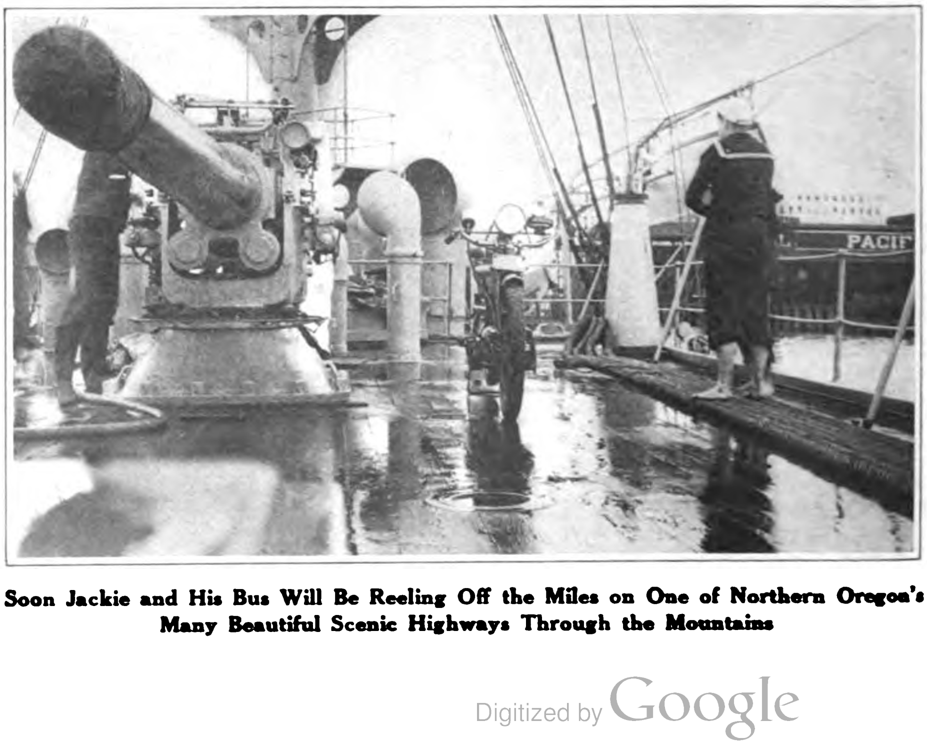
The man who either hasn't the time nor the inclination to visit Seattle stays on the Olympic peninsula side of Puget Sound, and to the north, west and south there is within a half hour's ride—which ride can be extended to hours if he so wishes—a veritable paradise. The entire peninsula is a vast forest of heavy cedar, fir, spruce, etc., some of the finest standing timber in the world. The Olympic mountains, capped with perpetual snows, tower high above the surrounding forests, through which wind dozens of rivers and hundreds of smaller streams. Any one of these streams is good for a string of trout that the most exacting trout fisherman would be proud of, as tracts of forest miles square stand untouched by man and the streams are, therefore, not "fished out." As all these streams run into the straits of Juan de Fuca or Puget Sound, and as the Olympic highway parallels the water, these streams are easily reached by the motorcyclists from the fleet.

The Olympic highway is a wonderful road, winding through the dense forests one moment, and a mile further on skirting the salt waters of the straits or sound. It is not half appreciated by the local rider, who is used to such sights, but it fully appreciated by the sailor-motorcyclists, who visits sooner or later every nook and out of the way place on earth reached by navigable waters.

Adding to the Rations

Thus the particular "mess" that is lucky enough to have a motorcyclist within its midst, smacks its several lips in anticipation of fried trout, when they see their messmate overhauling his fishing gear or "bending his name on the liberty book," and they are seldom disappointed. And many a trout that never heard of a naval officer has been hauled forth from the cool depths of its particular pool by some sailor, transported many miles packed in moss, and in time been served "aft" while some of its fellows were being appreciatively eaten "forw'd."

WAITING FOR THE BOS'UN TO PIPE WELCOME CALL FOR "SHORE LIBERTY PARTY TO LAY AFT"



Soon Jackie and His Bus Will Be Reeling Off the Miles on One of Northern Oregon's Many Beautiful Scenic Highways Through the Mountains

We have mentioned that the Olympic mountains are unsettled, and in many places almost unexplored. Can you not picture the joy of the sailor motorcyclist who is keen on hunting when his liberty and his motorcycle will permit a hunting expedition. He will ride deep into the forest. Maybe he can follow a trail with his motorcycle for several miles, to the astonishment of the pack horses that he may encounter on the way. Then he "parks" his machine in a protecting thicket, or near a fallen log and proceeds to establish a camp, and from this base fares forth for deer, bear, grouse, quail, rabbits and other birds and animals so dear to the sportsman.

Must Hunt With Kodak

If, perchance, he should encounter a herd of elk, it is quite likely he can show himself and in turn the elk will gaze at him curiously and amble fearlessly about. He may shoot them, too, if he wishes, but he must use his kodak and not his gun, for strict game laws protect the elk and some one told them about it.

Is it any wonder that the motorcycle is becoming popular with the sailors, and that we read of six machines sold to this ship, or a dozen to that. The sailor is a loyal sort of a fellow, both to country and to his ship and shipmates. He'll back his ship's crew, team, or man, to his very last cent, and if he must, will lose cheerfully and pound the loser on the back and say, "tough luck, old man, better luck next time." So, too, if Jack Smith, boatswain's mate, second class, sports a Harley-Davidson, he is loyal to the Harley-Davidson, and to his notion it is the only machine worth having, and it matters not that Bill Jones, gunner's mate, first class, or George Gadget, chief quartermaster on some other ship rides an Indian, Excelsior or Reading Standard. And more than likely you'll find that George's shipmates are just as enthusiastic about the machine he rides and when they get enough money saved they'll have one just like it.

Tip to Dealers

Wideawake dealers might well follow this trait of the sailor to good advantage. They can be pretty sure that if a man on a ship has a certain make of machine, others of the same make will find a ready market on that particular ship, and don't waste any time telling the sailor-prospects about the merits of the machine, they know all the good points already, for George has told them, and that settles it.

And, coming to anchor, so to speak, while the motorcycle is doing its bit in a thousand ways, we must not overlook the hours of joy that it gives the boys who are ready to make the supreme sacrifice, when they take off a few hours from the grim and necessary work of war to take the equally necessary play that keeps Jack from becoming a dull boy.

MORE NEXT WEEK

Another batch of clever repair stunts will be described on this page next week. If you have one in mind send it along.

CLEVER REPAIR STUNTS

Emergency Repairs Have to Be Made in a Hurry and the Motorcyclist Knows How to Overcome Difficulties; Here Are a Few More Letters in the New Series; Where Is Yours?

THERE are times in the life of every motorcyclist when he finds it necessary to effect a roadside repair. He has no well-equipped shop to call upon and then he depends upon his own ingenuity to overcome whatever difficulty confronts him. Generally it is necessary to do something in a hurry. Here are letters from riders who utilized what material they had on hand. If you have ever extricated yourself from a mechanical predicament in an unusual manner, write MOTORCYCLE AND BICYCLE ILLUSTRATED about it and if your letter is printed, you will get a dollar for the time you spend writing it.

TOBACCO CAN IS USED AS MANIFOLD SLEEVE

By FIXICUS

IT was in June, 1914, that my wife and I started from Pittsburgh, Pa., to Baltimore, Md., with a 9 H. P. two-speed and sidecar. Having made this trip via the Lincoln Highway several times, we felt we would like to vary the route, so we decided to cut south, strike the Old National Pike at Washington, Pa., and follow it east to Baltimore.

Once upon the road, we found all the dire predictions of our friends confirmed—sand, mud, and road strewn with rocks ranging from the size of a hen's egg to that of a man's head being encountered with monotonous regularity. At Grantsville we found the road so much worse than anything before, that we both had to get off and walk. We had just reached the heart of the Blue Ridge range and I was congratulating myself on not having had any mechanical trouble, when my engine gave a few gasps and died.

Pulling up short, I looked down at the motor and my eyes bulged to see the carbureter dangling at the end of the gasoline pipe. I could think of nothing to do but wait for a passing team to take me where I could have the intake manifold brazed, for it had broken off at the junction of the Y.

I tried to figure out a way to make a temporary repair while waiting for help. I finally decided on a scheme that seemed feasible. Emptying the tobacco out of my tin can, I cut a strip with my knife long enough to roll into a sleeve to fit the inside of the manifold. After fitting this in, I wrapped the outside of the joint with a goodly layer of tire tape. In order to hold the carbureter in place, I wired it from every conceivable direction—cylinder head, intake dome, bottom top tube, etc., until it was as solid as could be. Then with a palpitating heart I "kicked 'er over," and lo and behold she ran without a miss.

I am proud to say that this "temporary" repair lasted for 600 miles. Since then I always have carried a Prest-o-Lite torch, a roll of fine brazing wire and a small can of borax, and should a similar misfortune befall me, it will be no trick at all to braze it right at the roadside.

USES WATCH COVER FOR MAGNETO BREAKER TOP

By W. STUART

INGERSOLL advertises that his watch made the dollar famous. It may have, but it did something else. A back of one of these watches served as the cover for my magneto breaker box for a week and then the factory sent me a new cover.

I was going over some exceptionally rough road—even the washboard route was preferable to the "highway" I was on—and the top of my magneto breaker box was jolted off. Rather than go back over the trail, I hunted for a substitute so as to keep dirt and grit away from the breakers. Part of my equipment was an Ingersoll dollar watch with a screw back.

I wondered what time it was getting to be. As I stood there with my watch in hand, the loss of my breaker box cover worried me. Then I glanced at the watch and unscrewing the back I tried this on the breaker box. It was a perfect fit.

MUDGUARD BRACE USED FOR INTAKE PUSH ROD

By E. B. HOLTON

BACK in 1914, in the New Jersey M. C. Baltimore run, George "Usco" Ellis was competing on a Pope. On the outskirts of Baltimore, as the second day's ride was beginning, Ellis lost the intake push-rod, and he was wondering how to get back to the Oriole City, when along came a bunch in Howard French's automobile.

They looked him over, then with an Indian mudguard brace that someone had shaken off and tossed into the car they fashioned a make-shift push-rod.

Ellis tossed his leg over the saddle, and 'way behind time, but making up minutes at each check, he plugged after the field, the Pope chugging merrily along with the Indian mudguard brace push-rod working perfectly.

And he finished the day's run of about 235 miles with no trouble from the roadside repair at all.

EDITORIAL

War Orders Are Not Blinding Manufacturers to Importance of the Dealer

WHILE it is true that most of the motorcycle manufacturers have made substantial shipments of machines to the Government during the last two or three months, and that this patronage will be continued, probably on a still broader basis, there is no excuse for the uneasiness manifested by some dealers concerning their allotments of 1918 models. Every manufacturer has put himself on record in this connection, stating that protection will be assured the retail trade throughout the country, and this policy also has the advocacy of the War Department.

It was agreed at a recent conference in Washington between Government officials and motorcycle factory representatives that every effort should be made to handle war orders on such a basis that the dealers will suffer no serious inconvenience. Accordingly, the Washington authorities have endeavored to spread their orders over a reasonable period instead of holding off until machines would be required in thousand lots. This arrangement avoids clogging of the factories with heavy Government orders and permits the manufacturer to give his agents the usual consideration.

It would be foolish to entertain the idea that any motorcycle manufacturer is losing sight of the dealer, who has built up prestige for the factory in his district, and whose efforts must be counted upon for the successful continuance of motorcycle business when the war is over. That would be the limit of shortsightedness. It would be grossly unfair in the first place, and secondly, it would have the effect of breaking down the elaborate sales organizations which have been developed by the factories with the outlay of much time, thought and money.

No, the dealer is not being forgotten. Uncle Sam must have motorcycles, but he is going to get them with just as little disturbance of trade conditions as is humanly possible. There will be machines for every agent, on a reasonable delivery basis, and no retailer need for a moment halt his 1918 drive for business. The slogan of the day is "Keep Going."

Some Timely British Views of Motor Cleanliness for American Consideration

DISCUSSING the clean motor, a subject by the way that is always open for consideration amongst those who have the best interests of the power two-wheeler at heart, *The Motorcycle,* of London, makes some worth while observations. Inasmuch as cleanliness, of both the rider's clothing and the mount, is coming in for constantly increasing attention on this side of the water, the opinions of the English journal are timely and to some extent instructive. The article treats of the responsibilities of manufacturers and riders as follows:

"The old proverb concerning the matter of 'cleanliness' is no less applicable to motor cycles and their riders than to other affairs of life. A dirty machine is hardly a pleasant thing to look upon, and it has a nasty habit of communicating its filth to the man handling it. Dirt, therefore, is a very poor advertisement for the pastime, and it behoves manufacturers, in designing after-war models, to do their utmost to keep their products as clean as possible.

"The motorcycle is prone to dirt of two kinds—oil thrown from the engine and mud collected from the road. The latter evil has received a good deal of attention of late, with the result that mudguards have been greatly improved, but there is still much to be done in this respect. A small undershield is a very great improvement, as it not only keeps the rider clean, but further protects the engine from mud and grit. The motorcycle engine works in a pre-eminently exposed position. Most of the time its external moving parts are working in a cloud of grinding material. This, of course, applies to many machines which have unprotected tappets and valve stems.

"We now come to the other evil—the leakage of oil. To make a crank case or gear box absolutely oiltight is a very difficult matter which has been very rarely accomplished. In many cases there are far too numerous excrescences, nooks, crannies, and corners in which mud and oil mixed collect, and this is extremely difficult to extract, even with the aid of a stiff brush and frequent applications of paraffin.

"The crank case, therefore, which is bound to get a little oil on it, owing to the lubricant gradually working past the tappets and bearings, should be devoid of inaccessible corners and raised lettering, and should be as neat as possible. Where it is desired to strengthen the aluminum by means of lugs, corners should be rounded so that they can be easily wiped over.

"Projecting nuts are a nuisance to the man who takes a pride in his machine. Though they are perhaps a more satisfactory means of securing the two halves of the crank case than the countersunk screw head, still the latter has many advantages. A crank case fitted with a proper relief valve, which passes any surplus oil clear of the machine, is a great blessing, and attention should be paid to this point.

"There is one method of lubrication which renders it quite impossible to keep an engine clean, and that is the petroil system, and, though it has been acknowledged to be the most satisfactory method of lubrication for a two-stroke, it is extremely bad from the rider's point of view. The oily mixture which leaks from the filler cap and the carbureter float chamber gradually spread over adjacent surfaces, and eventually reaches the rider's overalls—a very serious disadvantage to all those who take pride in their personal appearance.

"It is up to the manufacturers, then, to aim at external cleanliness, for many riders have not much time to spend in cleaning and polishing, while it is an entirely hopeless task to attempt to keep a machine decent which sheds oil from its tappets, its timing case joints, and sundry other cracks and crevices.

"It is a short-sighted policy on the part of a manufacturer to render a machine difficult to clean. Those who are careless in this respect get a very poor advertisement for their products, which always look dirty, because the motorcyclist will not take the trouble to look after them properly."

LATE NEWS

BAKER TWO DAYS AHEAD OF PRESENT TRANSCONTINENTAL RECORD AS HE PASSED THROUGH LA JUNTA, COL.

"Cannonball" and His Mount Were in Excellent Trim at That Point and Indications Pointed to Completion of the Cross-Country Drive Well Inside Six Days; No Further Reports Have Been Obtainable, Although It Was Figured That Los Angeles Would Be Reached About Wednesday Noon If the Veteran's Running Schedule Could Be Maintained Through the Southwest.

NEW YORK, Wednesday, Sept. 26.—All efforts to obtain a decisive and authoritative report on the last leg of "Cannonball" Baker's drive for the transcontinental record are fruitless as this issue of MOTORCYCLE AND BICYCLE ILLUSTRATED goes to press. The forms have been held open an extra day with the aim of giving final returns in this number, but it has been impossible to get in touch with Baker west of La Junta, Col.

Baker passed through La Junta yesterday (Tuesday) morning, approximately two days ahead of Alan Bedell's record for the cross-country trip. He was in excellent physical condition, his motor was ticking over as satisfactorily as ever and he felt convinced that he would be able to maintain his two-day lead over Bedell for the remainder of the journey. On the leg from Kansas City to La Junta Baker had succeeded in making up some of the time lost through heavy fogs and slippery roads in the eastern section of the country. La Junta was Baker's third stopping place for rest since he left New York.

It had been calculated that Baker would reach Los Angeles some time before noon today (Wednesday), if he was able to adhere to his schedule, but the latest obtainable telegraphic advices (6 p. m. Wednesday) do not report his arrival at his destination.

INDIANAPOLIS, Ind., Friday, Sept. 21.—E. G. Baker, appropriately styled "Cannonball," whizzed into the city tonight at 7:02, just 22 hours and 20 minutes after his start from New York on his transcontinental drive. Baker rolled over the last of the 802 miles between this place and the Metropolis with the same freshness that marked his departure from the East.

Baker beat his own calculations into Indianapolis and surprised Manager Bob Sturm and the Westing Annex. He was not scheduled to arrive till 7:30. A juicy steak, backed up with potatoes and coffee, satisfied the rangy Hoosier's appetite, and after a short snooze he kicked his Powerplus to a roaring start that boded ill for the mileage to Kansas City, his next 24-hour objective point.

After passing through Perth Amboy, N. J., at 8:42 Thursday night (Sept. 20), Baker made excellent time across Jersey and into Pennsylvania. He reached Lancaster, Pa., without any disturbing entanglements with speed cops or constables, his Kauffman lamps throwing searchlight beams that made night riding easy. His average on this leg of the trip was 35.9 miles an hour.

On the way from Lancaster to Bedford, Pa., "Cannonball" struck some heavily oiled roads and had some trouble with a short-circuited battery.

Baker reached Wheeling, W. Va., at 10:50 Friday morning, after being hampered somewhat by heavy fogs which he was obliged to get through without lights. His average to Wheeling was 33 miles an hour. Harvey Bernard and Wesley House welcomed Baker to Wheeling.

Through Zanesville, Ohio, and Springfield, the veteran roared with only a brief stop to check and obtain a bite to eat. Manager Bob Sturm, at Indianapolis, received a card from R. E. Miller, the checker at Zanesville, reading as follows: "Tightened brakes, filled with gas and oil; ate lunch; was looking fine."

Baker's battery developed another touch of indigestion in the wee sma' hours of the morning at Effingham, Ill., and two hours were lost. Starting out to make up the lost time, Baker looped it at a hair-raising pace and was not greatly disturbed by the delay he had experienced.

Up to Effingham, Baker had one puncture. He was perfectly satisfied with the performance of his United States tires, however. In spite of slippery roads he had not been bothered by skidding.

Baker Optimistic

Through St. Louis early Saturday morning, and into Kansas City at 9:18 p. m., the "Cannonball" continued to reel off the miles steadily. At Kansas City he was just a few minutes over 48 hours out from New York. The Kansas City folks made a careful examination of the Powerplus and assured the smiling "Bake" that it was "as good as wheat in the mill."

Speaking to Al Crocker, local Indian representative, Baker said: "My appetite for hitting the high spots is just beginning to get keen; I'm sure going to mow down the miles."

After a few hours' rest, Baker hopped into the saddle again, yelled goodbye to the boys and headed out of Kansas City in the early morning hours, with La Junta, Col., as his next objective.

Hurck's Co-operation

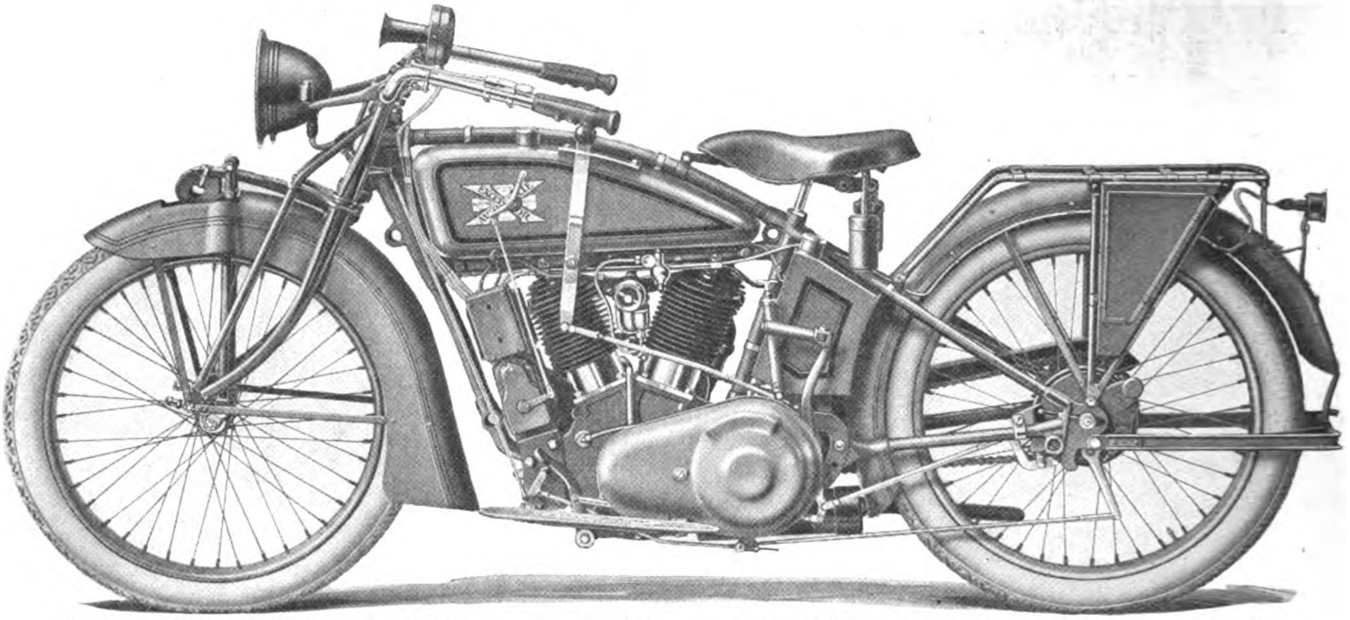
ST. LOUIS, MO.; Saturday, Sept. 22.—Baker passed through St. Louis at 9:25 this morning. Joe Walker, of the Hurck Indian agency, piloted him through the city, and no stop was made until the Missouri river was reached. At the river Johnny Hurck was waiting with oil and gas, in addition to a tempting layout of food.

Owing to the fact that the ferryboat that crosses the river was out of commission, Hurck had chartered a motorboat to take Baker and his machine across. Baker was in fine condition, despite the fact that he had taken only two hours' rest in thirty-six, and expected to ride ahead of his schedule all the way from this point through to the Coast.

The Story of Baker's Start, with the First Photos Published, Will Be Found on Page 34.

SERIES 19 EXCELSIOR WINS RIGHT TO INTRODUCTION AS MILITARY MODEL AFTER SEVERE TESTS

Featuring Many Improvements Which Were Subjected to Exhaustive Trials Under Army Conditions in Texas Sand and Mountains, and Sporting the Popular Military Olive Drab Finish, New Machine Makes Auspicious Bow; Sturdiness and Accessibility Feature New Clutch, Kushion Sprocket Is Noteworthy and Changes in Tanks Improve Appearance While Adding to Simplicity; Only Refinements for the Coming Season Are Found Necessary in Lightweight Model and the Sidecar



Excelsior Military Model Carries Oil Compartment and Battery Under Saddle and Tool Box on the Luggage Carrier.

FROM the sandy plains and rugged mountains of western Texas and from the grueling United States Army tests given to power two-wheelers in the rockiest, sandiest, hottest part of the Lone Star State, the Excelsior motorcycle, Series 19, emerges with a new name and many improvements, making its bow as the Military Model. The new Excelsior is military not only in its coat of military olive drab enamel, but also in its stern, businesslike appearance and in its strong record of performance in the recent Army test.

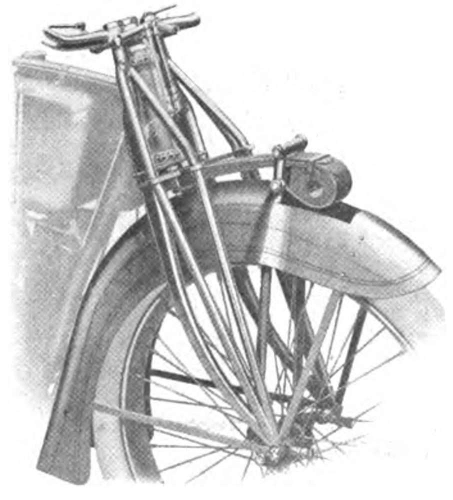
The Excelsior policy has always been to develop and refine the one style of scientific construction which was chosen after careful study and investigation into the art of motorcycle building, and it will be noted that the new model conforms closely in general outline and appearance to the Series 18 with which riders are already familiar. The changes may not be at once evident to the eye of the casual observer, but they go far, nevertheless, in increasing the power, comfort and ease of operation in the new model.

Only Refinements in Motor

The motor is very much the same as that of the Series 18, with the exception of a few refinements, not readily noticeable, perhaps, but all helping to increase the enormous power of the Ultra-Power motor.

The new clutch with which the Military Model is equipped is made entirely in the Excelsior factory and is, therefore, subject to the rigid inspection that is given everything which is Excelsior-made. It is of the dry-plate type and is notable for its extremely large size and strength.

Two steel plates and the smooth-finished inner faces of the clutch housing comprise the driving members of the clutch; that is, those parts rotating with the driven sprocket. Three steel rings, faced on each side with a Raybestos friction ring, represent the driven members which transmit the power to the transmission gear, this arrangement giving twelve friction surfaces, six of steel and six of Raybestos and making a total working surface of slightly over 162 square inches.



Military Fork Shows Added Strength

Accessibility of New Clutch

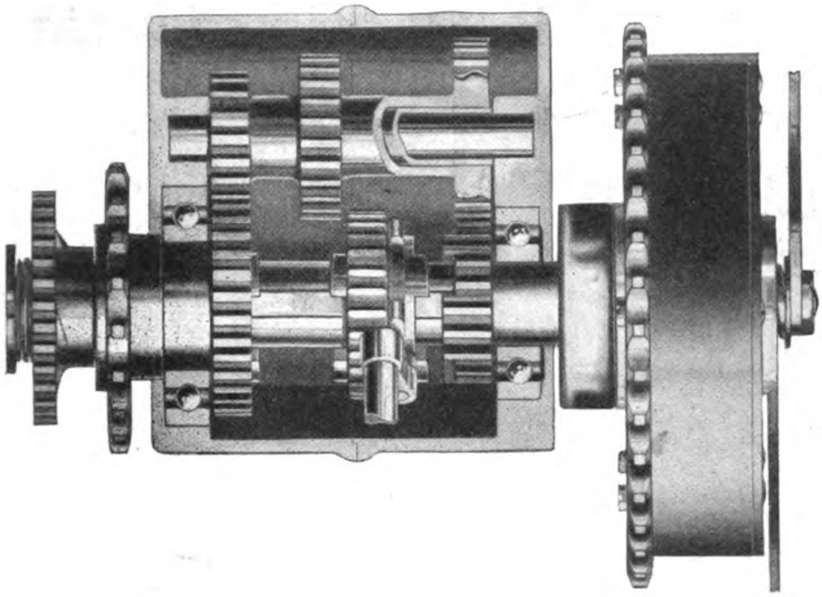
The steel housing enclosing the entire clutch and motor chain may be removed merely by taking out the large center screw which holds it in place. Removing this housing gives access to any part of the clutch which may be in need of adjustment, and all adjustments may be made from the outside.

The thrust bearings, which are in operation only when the clutch is released, are so lubricated that no grease can leak out onto the clutch facings and cause them to slip. These large ball bearings are internally lubricated by hard grease, which is injected into a lubricating port in the center of the clutch member.

A big feature of these bearings is the removable bearing rings which may be easily replaced at slight cost in case of wear. Heretofore these bearing surfaces have been a part of the larger members of the bearings of the clutch, and replacement of the bearing necessitated replacement of the large member also, at considerable expense.

The Transmission System

The transmission is of the automobile type, three-speed gear and is exactly the same as that which distinguished the Series 18. There are two features of this gear



A Close-Up of the Three-Speed Transmission.

which should be of interest to the average rider: one is the location of the motor and drive chains on opposite sides of the mainshaft, thus bringing the chain lines as near as possible to the bearings, which entirely eliminates the twisting strain on the mainshaft, and the other feature of advantageous construction is the use of extra large parts, particularly apparent in the annular ball bearings.

The gear-shift lever, which is located on the left of the machine, is directly connected to the shifting arm on the top of the transmission gear, by which construction there is the least possible lost motion and wear.

Gearlock Is Automatic

An automatic gearlock positively precludes the possibility of shifting the gears without first entirely releasing the clutch. The clutch arm operates this lock, holding the gears in position until the clutch is fully released, and upon re-engagement of the clutch it immediately locks them at the desired speed.

The rear wheel hub is provided with a slip axle which greatly facilitates removal of the wheel for tire repair, and the rear fender braces are so located that with the machine on the stand the rear wheel can be rolled out without tipping or interfering with any other part of the machine.

The Excelsior Series 19 is equipped with two brakes, one a contracting band brake operated by a foot lever at the right footboard of the machine, the other an expanding ring brake operated by a like lever at the left footboard. Both brakes can be applied simultaneously, if desired, though they are entirely independent in action.

The internal ring brake, commonly used as the service brake, acts in connection with the foot clutch release. The first forward movement of the foot releases the clutch, and upon continuation of this movement applies the brake, thus relieving the motor of any undue strain through application of the brake before the clutch is released.

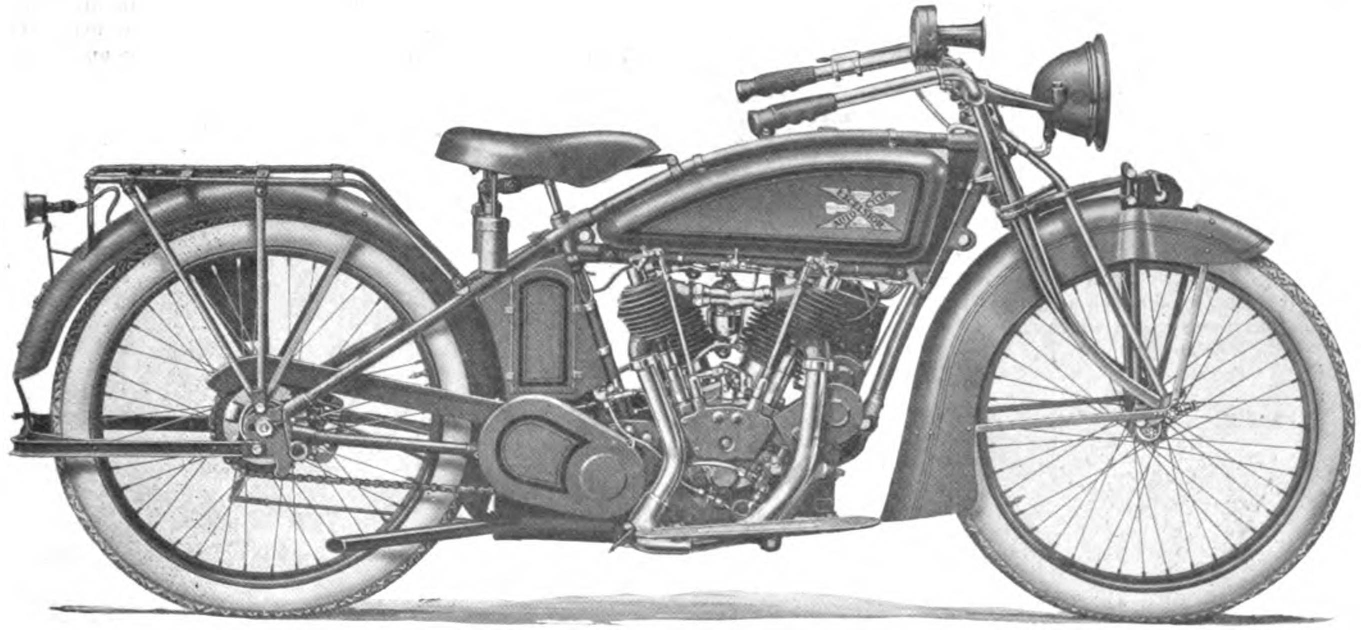
The foot-operated motor starter is of the segment and gear type, with the ratchet gear located on the right end of the main shaft of the transmission. The starting lever, which operates with a downward and backward movement, is located on the left side of the machine on the American model and on the right side on models for European export. The several parts are all nickel steel drop forgings of ample dimensions to insure durability and long service.

The automatic compression control, operating in connection with the Excelsior Series 19 foot-starter, makes the Excelsior motor easy for anyone to start—experienced or inexperienced. Proper manipulation of the valves while starting has always been a problem requiring a great deal of attention on the part of the rider. By use of the automatic compression control, the exhaust valve is automatically lifted at the first downward pressure of the starting lever, thus relieving the compression until the flywheel has attained sufficient momentum to overcome the compression; at that point the valves are automatically closed and a quick start assured.

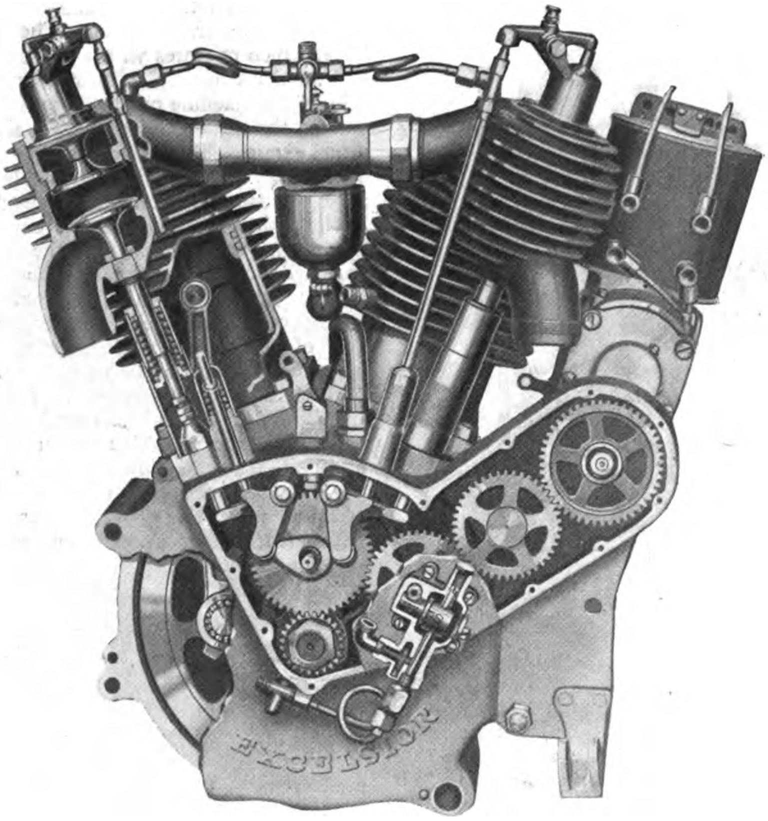
Excelsior Kushion Sprocket

One of the greatest problems in motorcycle construction has been to equalize the power impulses delivered by a two-cylinder engine. The constantly-increasing power of the big twin motor has correspondingly increased the problem of equalizing the intermittent power of that type of motor. Belts, clutches, compensating sprockets and similar devices have been used with varying success, but in all these there has been a great loss of power due to the fact that at the height of the power stroke the power was lost through slipping.

This problem has been solved and the power waste overcome by use of the Excelsior Kushion sprocket which was furnished last year as an extra, but is regular equipment on the new machine. A floating sprocket carried between two pressed steel discs, which are secured to the hub in the same manner as the ordinary fixed sprocket, contains six openings which coinside with similar openings in the discs, between which the sprocket rotates. In the circular compartments formed by these openings are carried six heavy spiral



How the Series 19 Excelsior Military Model Meets the Eye from the Right Side



Where the Power Is Generated in the Series 19 Excelsior.

springs, the diameter of which is about three times the thickness of the sprocket. It will readily be seen that any movement of the sprocket in either direction will carry with it the discs which are rotated through the medium of the springs, which thus act as a cushion. At the height of the power stroke, when the momentary excess power impulse is delivered to the sprocket, the springs are compressed and the surplus power stored there. Then between the power strokes the springs expand again, forcing the sprocket forward and imparting the stored-up power to the road wheel.

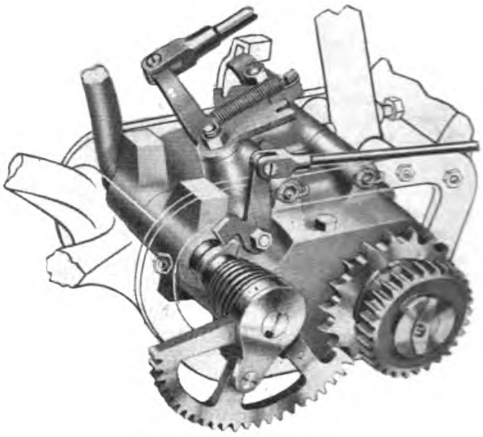
One of the more apparent changes is to be found in the new style tanks. The new arrangement of the tanks allows the large tank to carry gasoline only, its capacity being three and a quarter gallons, and the oil tank holding one gallon. The new oil tank is located between the seat mast and rear mudguard, and is a unit with the battery box of the electrically-lighted models, or with the tool box of the regularly-equipped machine.

On the magneto-equipped model the compartment in the right side of the oil tank is used for tools, but a separate tool box has been provided on the electrically-equipped machines. This tool box is a triangular steel box and fits on the luggage braces on the left side of the motorcycle.

Oil is delivered to the motor by means of a gear-driven, mechanical oil pump which is springless and positive in action and quickly adjustable to any weather conditions. An auxiliary handpump located at the left side of the oil tank is convenient for the rider to use in lubricating the engine at very high speed or in an emergency.

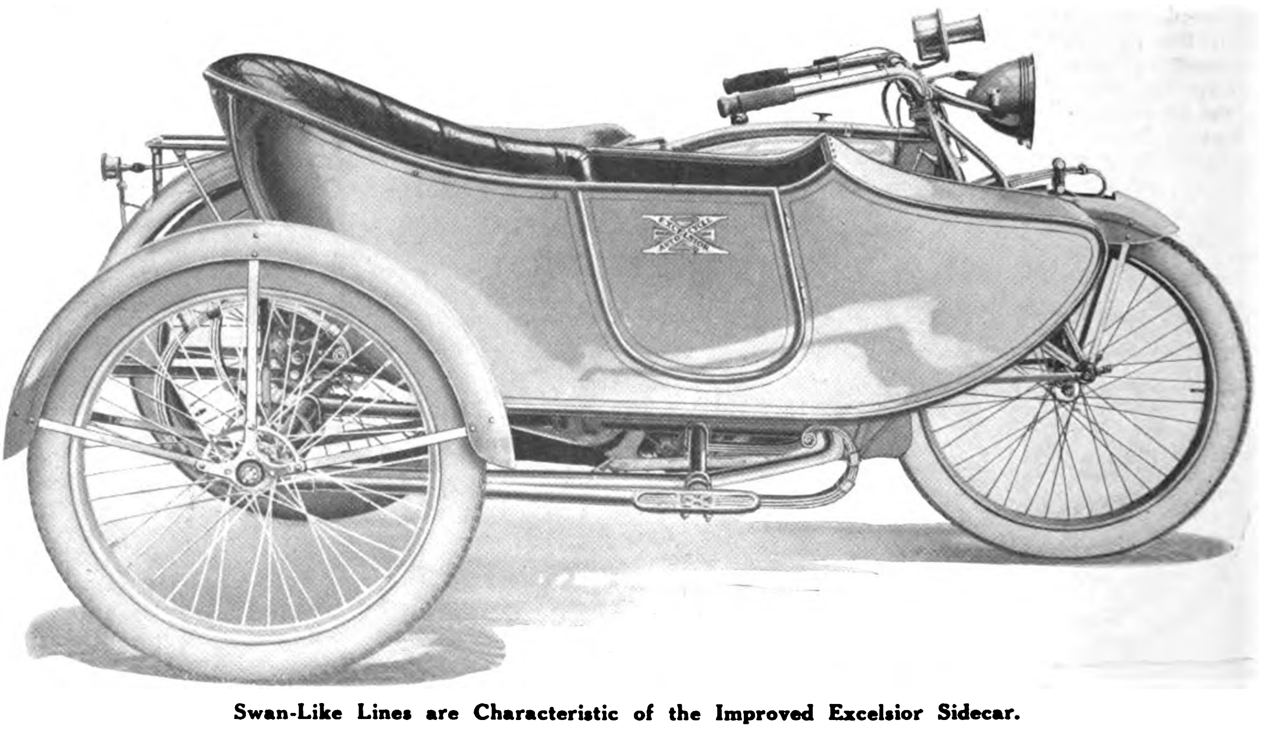
New Lateral Truss on Fork

In the Excelsior factory are a number of hard riding chaps of a type commonly termed "Nuts." Apparently having tired of ordinary touring, they devoted a good part of their time to jumping contests, plank riding (putting a plank across the luggage-carrier and piling anywhere from six to a dozen daredevils on the plank while the rider operated the machine from the seat), riding with the sidecar carried in the air instead of on the third wheel and similar stunts, and while these feats were thoroughly enjoyable to them they subjected the motorcycle to strains never anticipated by the designers.

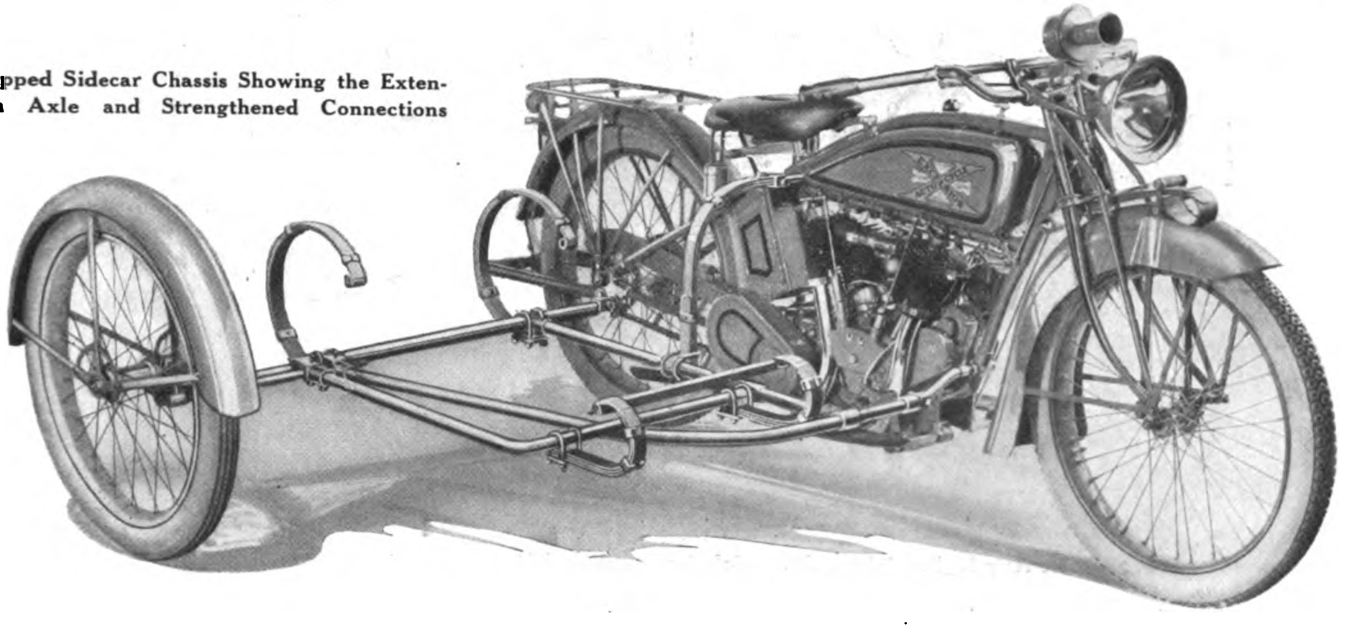


The Foot-Starting Mechanism.

Finding the regular front fork—although



Swan-Like Lines are Characteristic of the Improved Excelsior Sidecar.



Stripped Sidecar Chassis Showing the Extension Axle and Strengthened Connections

abundantly strong for ordinary sane and sensible use—unsuited for their daredevil stunts, one of these men designed a fork of his own, the principal feature of which was a lateral truss at each side of the main forkside. This soon attracted the attention of the designing department, with the result that it is now a part of the Military Model as built for Army use and is provided as an extra on the regular models.

Regular Fork Also Improved

This is the fork which stood up under all the strains, road conditions, bumps and harsh treatment accorded the Excelsior in the Army test in Texas, and which helped to make possible its wonderful performance. The double-truss construction enormously increases the lateral strength of the fork, and makes it practically unbreakable and unbendable under any circumstances. It is offered as an extra on the regular Series 19 model.

The front fork with which the regular Series 19 model will be equipped has also been improved and strengthened. The crown plate has been made wider, which makes it possible to secure ample clearance for the rocker-arm without offsets or other bends in the forksides. The spring of the regular fork has also been improved by the addition of an extra spring leaf and the placing of a rubber bumper in the scroll of the spring. This re-enforces it and makes it amply strong.

Removable Center Bar

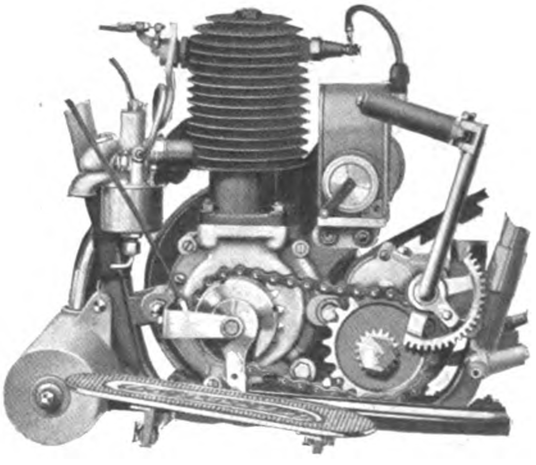
The removable center bar was first featured as a convenience of the Series 18 model and has been continued in the present model. The horizontal bar running under the gasoline tank and over the head of the motor, instead of being permanently secured to the frame, is provided with interlocking lugs and cross-bolts at the ends. To gain complete access to any part of the motor, for removal of the cylinders, for the elimination of carbon, or for other purposes, it is no longer necessary to take the whole motor from the frame or in any way to interfere with the transmission gears or any part of the power plant.

Through the removable bar construction the rider need only disconnect the gasoline pipe and remove the tank clips, frame bolts and cylinder bolts, after which the tank and center tube may be removed entirely from the frame. This may be done in ten minutes or less, and the motor can be as quickly replaced.

The roadability and staying qualities of the Excelsior lightweight have now been demonstrated in two seasons of service in all parts of the country. The keynote of this model is simplicity and economy of construction, attained at no sacrifice of quality, but by careful elimination of unnecessary parts and complications. The Excelsior principle of drop-forgings everywhere is maintained throughout, and every detail is up to the Excelsior standard of excellence.

Prestige of the Lightweight

During the last year many old-time riders who had scorned the lightweight as a toy have been convinced of its efficiency and comfort and have become constant riders of the light model. Industrial workers of all classes, as well as business and professional men, and a great number of men of all ages whose business or other conditions call for considerable travel to or from or during their work, are converts to the lightweight.



The Lightweight Power Plant

The lightweight, L-19, derives its power from a single-cylinder motor of the two-stroke type, is equipped with a two-speed gear and a foot motor-starter, and the Series 19 Model features new gear lock and an improved motor clutch. The frame is of the loop type, and, as in all Excelsior motorcycles, is fashioned from seamless steel tubing and finished with nickel-steel drop forgings throughout. The two side members of the front fork are made of one-piece nickel-steel drop forgings, combining strength and lightness, and are attached at the top to a hinge crown.

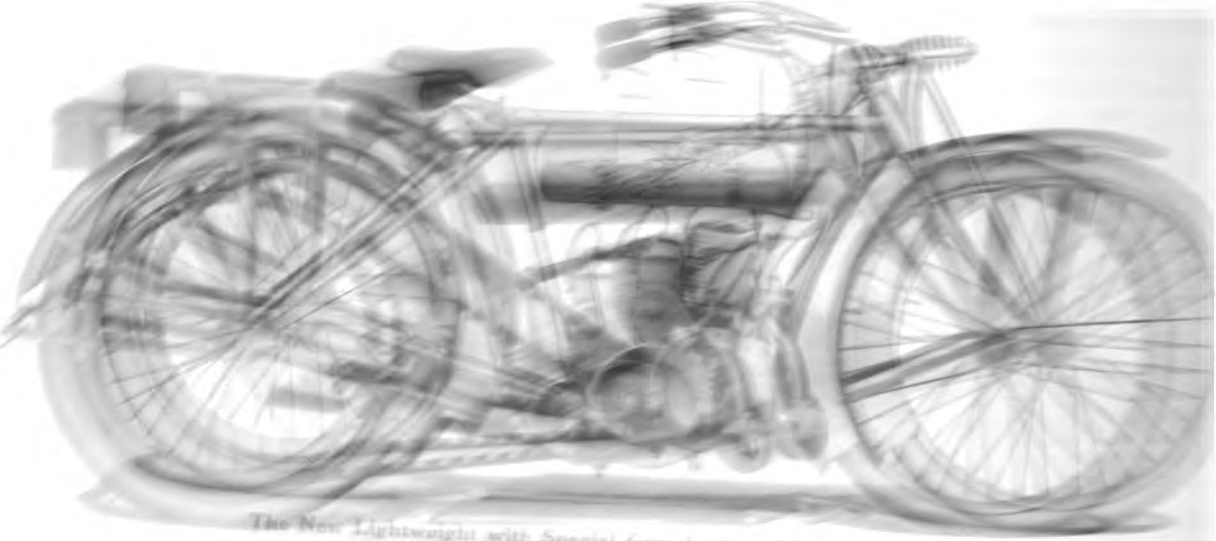
This front fork is equipped with a large spiral fork spring which gives great elasticity and has been proven absolutely unbreakable. This spring, combined with the Excelsior spring seat, which is readily adjustable to meet the requirements of riders of different weights, gives the utmost degree of comfort under all road conditions. The low saddle position, the long, folding, rubber-covered footboards and a powerful shoe-brake, acting on the inside of the belt sheath, which is applied by means of a foot lever near the right footboard, all make for the safety of the rider.

Power transmission is by chain from there by V-belt to the rear wheel. The lightweight is equipped with a Schebler carbureter especially designed for it, and ignition is by the armored type of high tension magneto. The equipment includes the steel luggage-carrier and steel tool box, with complete set of tools.

The Excelsior Sidecar

The new Excelsior sidecar, which now enters its second season, has been developed to such a high state of efficiency that no changes have been found necessary. While remarkably light in weight and general appearance, the careful design and nickel-steel, drop-forged frame fittings provide ample strength for any requirement.

The sidecar was also put through the fire test of Texas deserts and mountain passes and came through a two-thousand-mile run, over roads considered impassable to anything but caterpillar tractors, with-



The New Lightweight with Special Gear Lock and Improved Motor Clutch

[illegible]

WAGNER [illegible]

[illegible]

[illegible]MISSIONER ELLIS [illegible]

[illegible]

[illegible] WINDSHIELD [illegible]

[illegible]

The [illegible] Windshield

[illegible] requirements [illegible] the passenger. [illegible] hinged to be [illegible] out of the way [illegible] shield is supplied with a [illegible] board which may be [illegible] any make of sidecar. All in all [illegible] is an attractive one, particularly [illegible] weather road work.

RUBBER MEN JOIN ARMY

Pennsylvania Rubber Company Loses Three of Its Officials

JEANNETTE, Pa., Sept. 25.—H. W. DuPuy, president of the Pennsylvania Rubber Company, is a second lieutenant in the United States Army; C. M. DuPuy, the vice-president, is a major, and George Blair, manager of the company's Philadelphia branch, is a member of the Naval Aviation Corps. In addition to these, S. D. Lewis, general manager of the company, has done his bit by writing a patriotic song called "Columbia," which will be published by the Remick Publishing Company in New York. The proceeds from the sale of the song will be given to the *Sun* tobacco fund.

SAILORS WILL GO RIDING

Spanish Captain and Russian Lieutenant Among Recent Indian Purchasers

NEW YORK, Sept. 25.—Among Powerplus Indian sales made by Baker, Murray & Imbrie, Inc., during the last few days was one to a lieutenant of the Russian Navy. An Indian light twin was sold to the first engineer and a big twin to the captain of a Spanish merchant ship, and a Powerplus twin was taken by a sailor on a coast-wise steamer plying between New York and Mexican ports.

The sailors explain that motorcycles enable them to double the satisfaction obtainable from their periods of shore leave, owing to the fact that they can cover a great deal of ground and visit points of interest in comparatively short time.

MACDONALD NOW A LIEUTENANT

NEW YORK, Sept. 25.—Edgar C. MacDonald, formerly manager of the Bronx branch of the Harley-Davidson Sales Co., has secured a commission as first lieutenant in the Quartermaster Corps and expects to report in Washington in a few days. MacDonald is well known to the riding fraternity in the Eastern section of the country.

MOTORCYCLIST GETS $500 VERDICT

READING, Pa., Sept. 24.—John C. Griesmer, a motorcyclist, was given a $500 verdict, and his father, E. R. Griesmer, suing for loss of services and medical expenses, was given $533 as a result of a civil action here. The defendant was Henry R. Lewis, a Reading man, charged with speeding his auto on the Reading-Baumstown road and running into the junior Griesmer's motorcycle, breaking the motorcyclist's left thigh.

ANOTHER MOTORCYCLE PROSPECT

NEW YORK, N. Y., Sept. 25.—Frank R. Pierce, our enterprising correspondent in Seattle, Wash., included the following item in this week's budget of news: "Am a bit shy on news this week, as the arrival of Frank Richardson Pierce, Jr., rather upset things. He weighed 8½ pounds, and the way he kicks his feet, using a downward stroke, indicates a desire to use a kickstarter. He'll probably be riding a 1933 model Henderson, though he is due for many a motorcycle trip before that time.

LIEUT. WEBBER UNDER ORDERS FOR FRANCE

Will Leave Within Fortnight to Take Charge of All Indian Repair Work of American Army Riders

NEW YORK, N. Y., Sept. 25.—Calvin R. Webber, for many years manager of the motorcycle department for Baker, Murray & Imbrie, Inc., Indian distributors for the metropolitan district, has been commissioned a first lieutenant in the United States Army, and has received orders to report to the commander of the United States Expeditionary Force in France. He will have complete charge of the force of mechanics doing the repair work on all Indian motorcycles ridden by American soldiers abroad. Lieutenant Webber expects to leave from an Atlantic port for his new post within a fortnight. His orders give him no idea of where he will be located. It is probable, however, the repair shops will be not far from the firing line.

Calvin R. Webber

Lieutenant Webber is one of the best known and most popular Indian boosters in this part of the country. During his years with Baker, Murray & Imbrie he has made a host of friends and they join in wishing him the best of luck when he starts on the "great adventure."

"USCO" HILL-CLIMB IS HELD IN CHAMBERSBURG

Ellis Introduces Event to Members of Queen City Motorcycle Club on a 55 Per Cent. Grade

CHAMBERSBURG, Pa., Sept. 25.—Members of the Queen City Motorcycle Club were introduced to an "Usco" hill-climb last Sunday through the efforts of George A. Ellis, representative of the United States Tire Company. The course was up one of this city's steep hills, the grade being one of 55 per cent.

The sharp grade made the course exceptionally interesting to both riders and spectators. Everyone joined in a request to repeat the climb as soon as possible. The ultimate success of the affair was due in no small measure to the enthusiastic cooperation given by Messrs. Grove and Henneberger, Harley-Davidson agents here.

The competition was keen. The final winners, their time and their equipment were: first, Ebert Summers, 10 seconds, Harley-Davidson, United States Nobby tires; second, Harry Henneberger, 11 seconds, Harley-Davidson, United States Nobby tires; third, Nelson Phial, 11¼ seconds, Indian, Goodyear tires. The prizes consisted of an Usco tire, a silver medal and a bronze medal in the order named.

LETTERS FROM OUR BOYS IN KHAKI

THOUSANDS of motorcyclists the country over will be on the lookout from now on for any direct news of the riders who have donned the khaki in the service of their country, and with that in mind we will welcome for publication in these pages any letters concerning their experiences that the army motorcyclists can find time to write.

It is not necessary to have startling news; the censor probably would not pass such material anyway. It is the straight-from-the-shoulder little story about the actual work of the riders that will prove most interesting. It may be written hurriedly, with a stump of a pencil, and with a saddle as a desk, but it will mean a great deal just the same to the big motorcycle fraternity that is following admiringly the activities of the army riders.

Tell us how things are going with you, boys. It will give us pleasure to print your letter, and we'll also acknowledge it—pronto.

THE EDITOR.

VETERANS LAUNCH NEW FIRM WITH STRONG LINES

Wilson, Roberts & Monroe, Inc., Latest Addition to the Field, Will Carry Comprehensive List of Quality Products as Manufacturers' Agents; Spacious Headquarters in New York Will Give Unusual Service to Patrons; Wilson and Roberts Ready for Country-Wide Business Trips

Stanley Wilson

Heinie Roberts

Sammy Monroe

NEW YORK, Sept. 25.—Trade circles the country over will be interested in the announcement that Messrs. Stanley Wilson, Sammy Monroe and Heinie Roberts, all veterans in the field, have organized a brand new company under the title of Wilson, Roberts, & Monroe, Inc., for the purpose of acting as manufacturers' agents on a broad scale.

The qualifications of the firm members for continued success could hardly be stronger. Mr. Wilson has been associated with the D. P. Harris Hardware Co. for the past six years, and his general experience in the bicycle industry covers twenty years. Mr. Monroe was on the Harris staff for fifteen years, figuring prominently in the managerial and financial branches of the company's business, and acting as New York representative. He has devoted twenty-five years to acquiring his extensive knowledge of the bicycle and allied fields. Mr. Roberts was for a time identified with the Troxel Mfg. Co., and later he became a manufacturer's agent, handling various well-known products. More recently he was manager of the American Skate Co., at Reading, Pa., one of the D. P. Harris enterprises.

The officers of the new company are as follows: Sammy Monroe, president; Heinie Roberts, vice-president; Stanley Wilson, secretary. The directorate is made up of the officers just named and Daniel F. Printz.

The headquarters of Wilson, Roberts, & Monroe, Inc., are in a spacious establishment at 35 Warren street, New York, where an extensive stock of all the products carried by the firm will be on hand at all times. The company's sales policy will be featured strongly by its preparedness to make prompt shipments embracing any number of articles on its list at one time. This will obviate the necessity of keeping a patron waiting until deliveries of various products can be made from the individual factories. If an order covering half a dozen lines of goods is placed with the company the material will all go out from the New York headquarters as one shipment.

The company has arranged to have its bicycles manufactured by the Davis Sewing Machine Co., and it will act as eastern representative for the automobile and bicycle tires of the Kokomo Rubber Co. It will handle Atherton coaster brakes, Chicago handlebars, Troxel saddles, the bicycle bell line of Bevins Bros., velocipedes and tricycles of the Machine Parts Co. and the line of automobile and bicycle pumps made by the Noera Mfg. Co.

Daniel F. Printz

While the company will open its campaign with the products mentioned, it is made clear that the list is by no means complete. Negotiations have been practically closed for a big spark plug line, and other nationally-recognized products will be added in the near future. It is the aim of the new company to ally itself with prominent manufacturers covering the entire industry in such a way that they can meet any reasonable demand that may be made upon them.

Messrs. Wilson and Roberts will leave in a day or two on business trips that will carry them throughout the whole United States.

READING CLUB VISITS ALLENTOWN

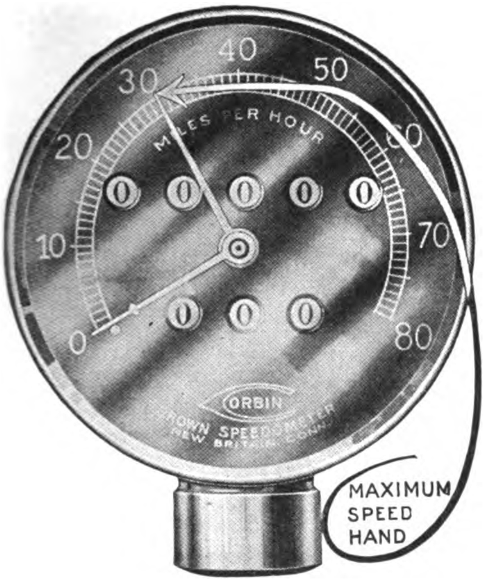
READING, Pa., Sept. 24.—A sociability run to Pottstown, to Boyertown, to Allentown, where they were entertained by the Allentown club, and then back to Reading, was enjoyed by 40 members of the Reading Motorcycle Club.

CROTONA M. C. PLANS DANCES

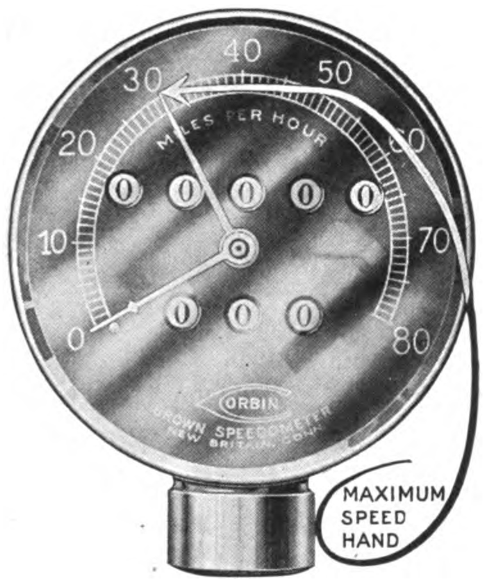
NEW YORK, Sept. 25.—Preparatory to the cold weather, the Crotona M. C. announces it will hold semi-monthly dances, beginning Wednesday, October 3. Music will be furnished by the Crotona band, and selections will be given between dances by the Crotona trio—Paff, Hoffman and Christman. The dances will be held at the new club house, 2251 Southern boulevard.

CORBIN PRODUCTS

EXCELSIOR SERIES 19 EQUIPMENT


MILES PER HOUR
CORBIN
BROWN SPEEDOMETER
NEW BRITAIN, CONN.
MAXIMUM SPEED HAND

CORBIN


MILES PER HOUR
CORBIN
BROWN SPEEDOMETER
NEW BRITAIN, CONN.
MAXIMUM SPEED HAND

It is the determination to make the Excelsior the finest motorcycle that brings Excelsior engineers to our doors.

Year after year, Corbin Products make good because year after year they are made good. Small wonder that on the new Excelsior Series, Corbin Products will be found as numerous as ever before.

CORBIN SCREW CORPORATION

The American Hardware Corporation, *Successor*

NEW BRITAIN, CONN.

BRANCHES: **New York** **Chicago** **Philadelphia**

Manufacturers of Wood Screws, Machine Screws, Nuts, Cup and Set Screws, Coaster Brakes, Hubs, Speedometers, etc., etc.

DUNBAR SPRINGS

EXCELSIOR
SERIES 19 EQUIPMENT

Although the prices have jumped enormously, the springs on the new Excelsiors will again be Dunbars—made of finest Vanadium Steel.

Thus again, Excelsior riders will be assured of the wonderful touring comfort—maximum spring efficiency with minimum danger of breakage.

DUNBAR BROTHERS COMPANY
Bristol, Conn.

EXCELSIOR

SERIES 19 EQUIPMENT

This Is It, the Mesinger Air Cushion Saddle

Again selected by the Excelsior as exclusive equipment for 1918. Because:

Practically every coast to coast record, and every long-distance record, of the past three years, is to its credit.

The factory riders and salesmen of the leading motorcycle factories all use this saddle in their long-distance runs, even if they do not equip with it.

The wonderful record is proved in the equipment of 90% of motorcycles for 1918 with Mesinger Cushion Suspension.

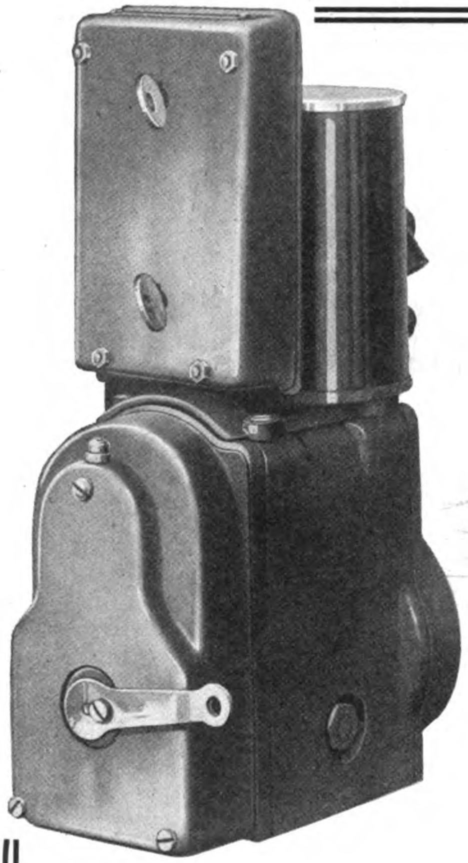
Without it there is no comfort in riding, and your 1918 mount **must** have it to give 100% **comfort, durability** and **appearance.**

The higher price paid for this by the Excelsior factory has been no bar to their desire to equip with the best that can be had.

MANUFACTURED BY

H.&F. MESINGER MFG. COMPANY

Austin Place and E. 144th Street **New York**



PROVEN DEPENDABILITY

Resulting in the adoption

FOR

The Third Successive Year

OF

THE "MIDCO" IGNITION GENERATOR

FOR

THE ELECTRICALLY EQUIPPED

EXCELSIOR

"It Always Makes Good"

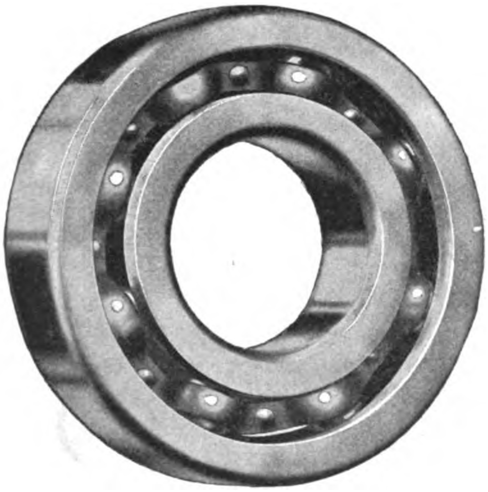
THE TEAGLE COMPANY
CLEVELAND

U.S.
BALL BEARINGS

U.S. Ball Bearings

Used in

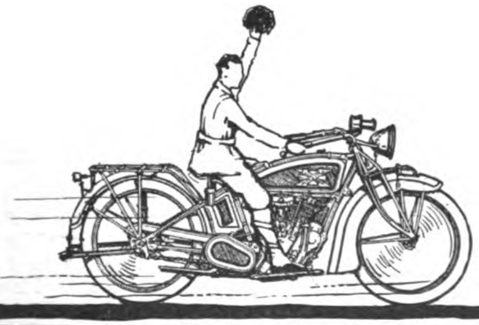
EXCELSIOR AUTO CYCLE



That the Excelsior Motor Mfg. & Supply Co., continue, year in and year out, to use U. S. Ball Bearings in Excelsior Auto-Cycles, is convincing evidence of the fitness of U. S. Ball Bearings in motorcycle mountings.

Practically every one of the many world's records held by the Excelsior has been made on machines equipped with U. S. Ball Bearings.

The same characteristics of U. S. Ball Bearings that make possible high sustained speeds also provide marked advantages to the owner and rider. They make for the smoothest and easiest running qualities attainable, which of course means comfort as well as economy of fuel and oil.



U. S. Ball Bearing
Manufacturing Co.

(Conrad Patent Licensee)

Palmer St. and Kolmar Ave.
Chicago, Illinois

WERRA

Aluminum Parts

EXCELSIOR

SERIES 19 EQUIPMENT

Emerging triumphant from the severe tests to which the experienced Excelsior engineers subjected the Werra Aluminum parts, and with the perfect service record of 1917 behind them, Werra Aluminum Parts have been again selected for Excelsior use!

WERRA ALUMINUM FOUNDRY CO.
WAUKESHA, WISCONSIN

International Chain and Mud Guards

EXCELSIOR
SERIES 19 EQUIPMENT

Reputed to be the best, the use of International Chain and Mud Guards on the 1917 Excelsiors have *proved* them the best. Hence they will again be the standard and exclusive equipment on the Series 19 Excelsiors.

INTERNATIONAL STAMPING CO.
400 N. Leavitt Street, Chicago

EXTRA COPIES?

Yes, if you write without delay!

We ordered a certain number of extra copies of this issue knowing that the dealers would want extra copies of the number containing the Excelsior announcement.

Last hour inquiries have caused us to believe that we have been too modest in our estimate of the demand for extra copies.

Dealers, take a hint; write at once for your extras.

The regular price, ten cents.

MOTORCYCLE AND BICYCLE ILLUSTRATED
450 Fourth Ave. New York City

Infalli

FIVE handsome, sturdy styles with quality all through their very sinews.

Five different tires—each a leader of its type.

Five fast-moving, satisfaction-yielding selections make up this great "Infallible" line.

There are no better built tires on the market in their respective price divisions than "Infallibles."

Get the 1918 "Infallible", proposition from one of our 16 salesmen or direct from

BAKER, MURRAY, & IMBRIE, INC.
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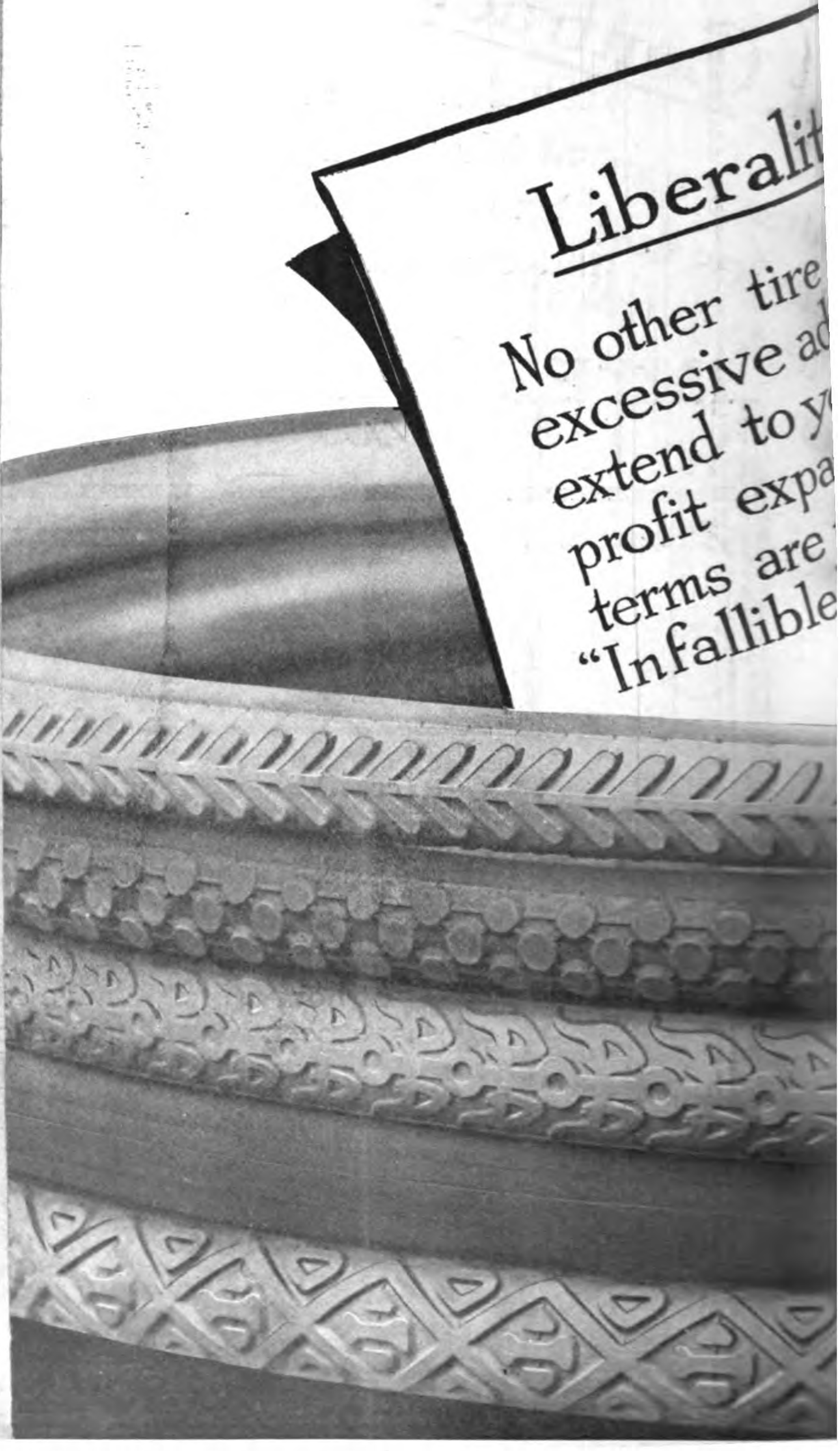
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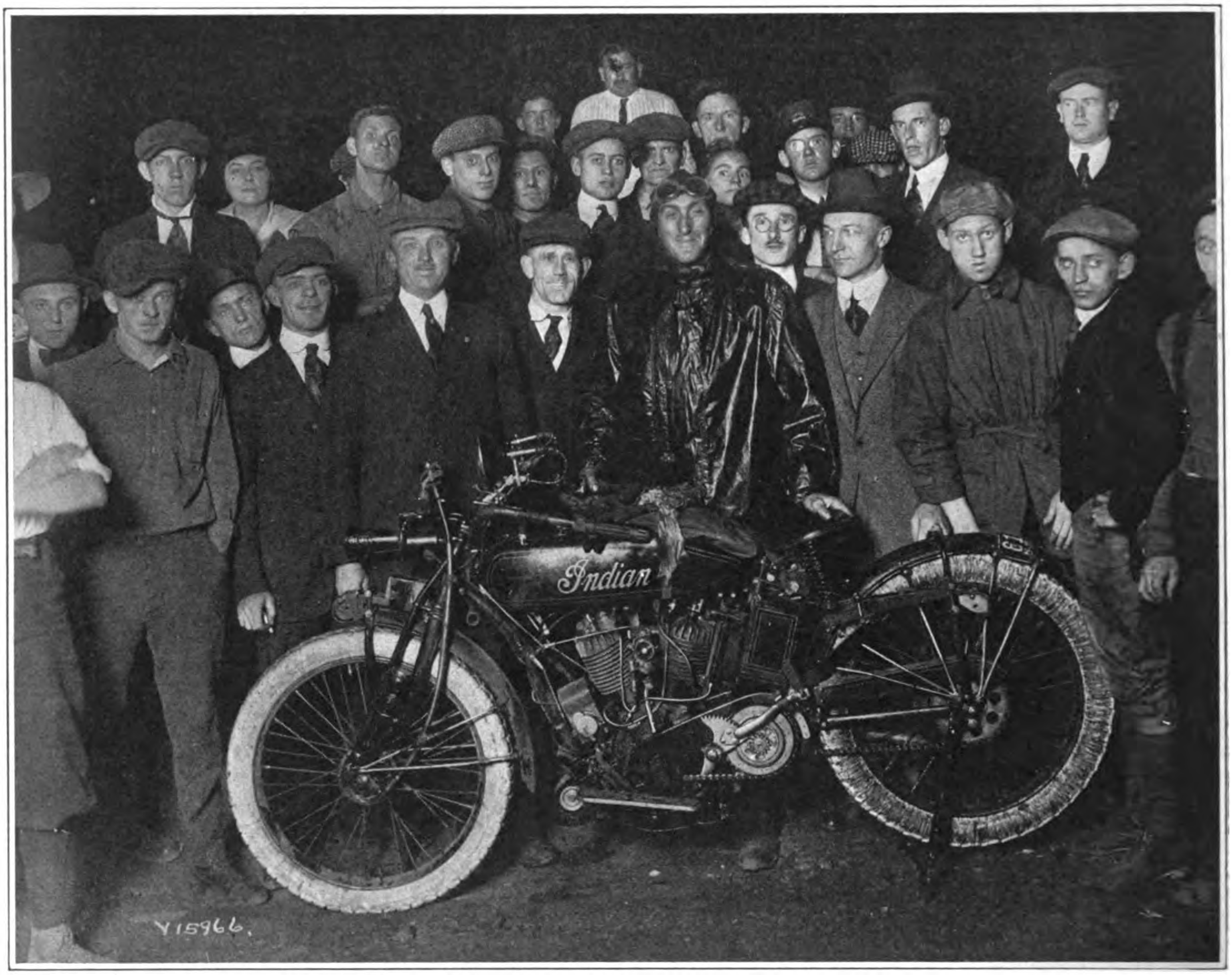
BAKER MAKES GETAWAY UNDER AUSPICIOUS CONDITIONS, AIMING TO PLACE RECORD BEYOND REACH OF COMPETITORS



"Cannonball" and His Powerplus Just Before the Start; Behind the Machine, Left to Right, Referee Tim Mahoney, "Red" Armstrong, Baker, Editor Donehue, of Motorcycle and Bicycle Illustrated, and George S. Maslen, the Philadelphia Indian Distributor

NEW YORK, Sept. 25.—The town of Tottenville, Staten Island, which escapes being out of Greater New York altogether by only a small margin, awoke from its fabled tranquility last Thursday evening to discover that it had suddenly developed into a burg of some importance when "Cannonball" Baker and his guard of honor rolled down to the ferry preparatory to the veteran's start on his drive at the transcontinental record. By selecting Tottenville as his starting point Baker put behind him about 15 miles of New York roads across the island and still was fully entitled to official credit for taking his departure from the Metropolis. Tottenvillians, however, are still congratulating themselves upon the fact that the big fellow started his nation-wide jump from their town because he liked the waterfront.

It was 6:30 when Baker, trailed by a party of trade men and other admirers, left the Indian headquarters of Baker, Murray & Imbrie and headed for the Battery. Crossing with his Indian on the Municipal ferry to St. George, "Cannonball" struck the excellent Staten Island roads and rolled along uneventfully to Tottenville at the southern end of the Island. There he filled his tanks to the limit, gave his mount a last affectionate inspection, donned his long "slicker" and racing hood, posed for the photographers, shook several scores of hands and finally announced that he was ready.

Baker left Tottenville on the 8:41 ferry-boat for Perth Amboy, N. J., just across Staten Island Sound, but the official time as the boat left the landing was clocked at 8:42. The big fellow was checked out by Referee Tim Mahoney, and the timing was confirmed by George S. Maslen, the Philadelphia Indian distributor, Editor Donehue of MOTORCYCLE AND BICYCLE ILLUSTRATED, and E. F. Hallock.

While waiting for the boat which was to carry him on the first short leg of his ocean-to-ocean dash, Baker surveyed the starlit sky with growing satisfaction and remarked that he couldn't possibly start under more auspicious weather conditions. The weather had been his chief concern for a week previous to the getaway, and he repeatedly stated that all his calculations were based upon reasonably clear skies. He had gone to the trouble of obtaining telegraphic bulletins from various points along his route on the day of the start, and was elated over the fact that there were no storms in sight.

As was stated in the original announcement concerning the trip, which appeared in these columns last week, Baker recently had the Weather Bureau at Indianapolis look up a lot of data for him with the view of ascertaining the most favorable time for the attack on the record. The weather men advised him that the period from September 1 to September 16 gave the best promise.

Accompanied by Wallace Stuart, of the Baker, Murray & Imbrie organization, "Cannonball" made a trip to Trenton, N. J., the night before the start, with several objects in mind. He wanted to give his motor a final try-out, acquaint himself with the best roads across New Jersey and also settle with the toll-gate tenders along the line so that he would not be delayed once his record dash was started. Oh, yes, when it comes to time conservation Baker is a lightning calculator. The same far-sightedness that caused him to think of settling with the toll-gate men in advance had marked all his plans.

Eats on Ferry, Saving Time

For example, he arranged to have his lunch served on the ferry that would carry him across the Missouri at Booneville, Mo., thus using an hour that would otherwise be wasted, and he also prepared to have his supper on the same day served as he crossed on another ferry at Charleston.

There were all kinds of conjectures prior to the start as to the time in which Baker would be able to complete the transcontinental drive, but the big fellow himself was satisfied to grin and keep mum. The guesses as to the time he had in mind ranged all the way from five to six days, with quite a few of the wiseacres holding out for the five-day argument. One thing was admitted: Baker was setting out with the determination to hammer the coast-to-coast mark down so low that it would remain undisturbed indefinitely.

The party that rode down to Tottenville with Baker from the city proper was made up of Referee Tim Mahoney, Walter Goerke, Indian distributor in Newark; George S. Maslen, Philadelphia Indian distributor; the Stern Brothers, of New York, Indian dealers; E. F. Hallock, "Red" Armstrong, who had been delegated by the Indian factory folks to look after Baker's mechanical needs; Calvin R. Webber, Wallace Stuart and a supporting delegation of other Baker, Murray & Imbrie men, and a pair of special photographers representing MOTORCYCLE AND BICYCLE ILLUSTRATED.

The equipment of Baker's Indian as he headed Pacific Coastward was as follows: United States tires, Nobby in front and Chain tread in back; Diamond chains, Schebler carbureter, Dixie magneto and new Dixie generator, Troxel-Maslen saddle, Anderson spark plugs, Witherbee battery, two Original Kauffman headlights, manufactured by Kauffman Bros., Santa Ana., Cal.; Warner speedometer and Sparton horn. One of the final additions to Baker's personal equipment was a pair of the new Resistal goggles made by Strauss & Buegeleisen, of New York. Arrangements had been made to use Valvoline oil throughout the trip.

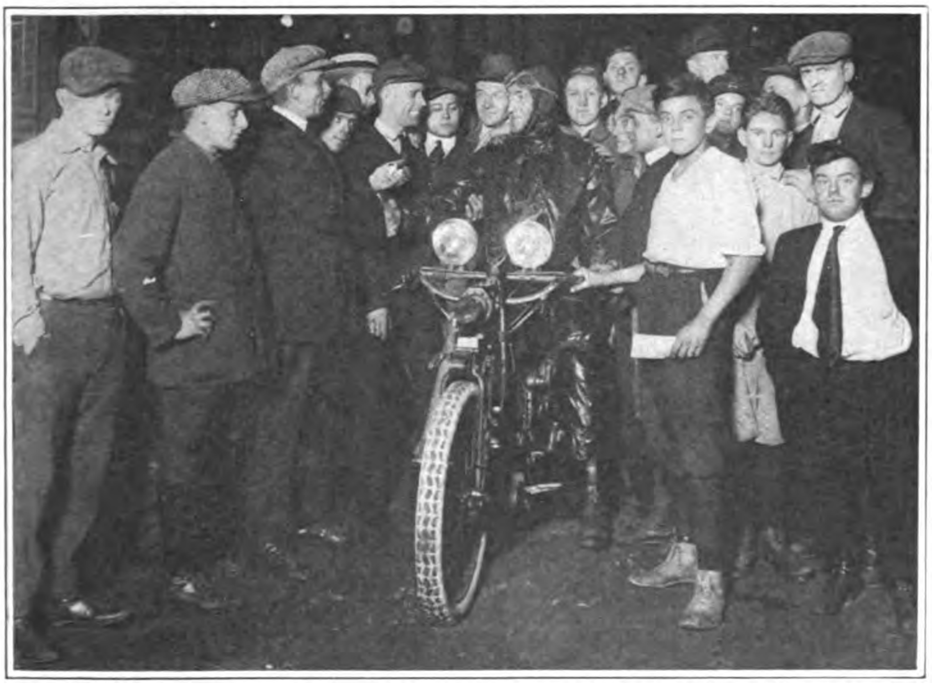
INDIAN RIDER AN AUTHOR

Batchelder Gives Interesting Account of Life on Mexican Border

WORCESTER, Mass.—Roger Batchelder, an Indian rider, is the author of "Watching and Waiting on the Border," an interesting story of army life just north of Mexico. He was a member of the Machine Gun Company, Eighth Massachusetts Infantry, and in his second year at Harvard when the call came to mobilize. He started right in to describe things as they were from the day his organization entrained for first camp, through the long train journey to the Mexican border and on until he was mustered out of the Federal service.

To this young man, who had not entered his twentieth year, practically everything furnished materials for an interest-compelling description, and his book certainly will be widely read.

Batchelder's unit was furnished with Indian sidecars, but the military authorities did not avail themselves of the machines in an official capacity, so the members of the organization employed them on every occasion for pleasure purposes.



Referee Mahoney Shakes Baker's Brawny Fist in Farewell as the Record-Chaser Is About to Board the Ferryboat at Tottenville

SEATTLE WANTS MOTORCYCLE COPS

Pacific Slope Merchants Advertise for Riders; Draft Takes Many Western Cyclists

By FRANK R. PIERCE.

SEATTLE, Wash., Sept. 25.—There is a shortage of motorcycles and riders in Seattle at present. Ads frequently have appeared in the local newspapers, asking for riders with or without machines. Then the messenger company sent a circular letter to all dealers fairly begging for riders. On top of that came an advertisement from the Civil Service Commission calling for riders for the police department. Motorcycle cops receive from $90 to $110 a month for eight hours' work and are given 15 days' vacation each year with pay. The City Council recently appropriated $2,200 for motorcycles. This is the second appropriation for 1917.

Guy Vernon, junior member of Vernon & Son, Henderson agents, has enlisted in the National Naval Volunteers as a machinist's mate. If there isn't a 1918 Henderson tucked away somewhere in the ship Vernon is on, it will be a wonder.

The second draft left on Sept. 20 for American Lake and with it several Seattle riders who hope to shine in motorcycle units before the war is over. Earl Neyhart, an expert mechanic, and also a rider of several years' experience, is with the boys.

Seattle had its first look at the 1918 Harley-Davidson when Mr. and Mrs. E. W. Miller arrived this week in a 1918 sidecar outfit. Mr. Miller is the Harley-Davidson agent in Spokane, Wash. He states that he sold 34 1917-Harley-Davidson so far this year and that his sales of used machines is around the 200 mark. In addition to that he finds an exceptionally good market for the Harley-Davidson bicycle, having sold a total of 150 bicycles, most of which were Harley-Davidsons. He also handles the Yale bicycle and his success with this machine is satisfactory.

Ellis & Austin, distributors for the Thor in Washington, report the sale of two machines out of their Seattle agency this week. One to J. Campbell and the other to W. G. Marts. Campbell is a new rider and expects to make a good living with his machine in messenger service.

ADVANCE AFFECTS ALL LINES

PHILADELPHIA, Pa., Sept. 18.—The ten per cent. advance in prices announced by the B. F. Goodrich Company affects all the tires made by that company, including the automobile fabric, the Silvertown cord tires and motorcycle tires.

GERMANE NOW A DIRECTOR

PHILADELPHIA, Pa., Sept. 17.—F. M. Germane, general manager of the Standard Roller Bearing Co., of Philadelphia, has been elected a member of the board of directors of the Marlin-Rockwell Corp., of New York, the Standard Roller Bearing Co. being a subsidiary of the New York concern.

CAROLINA DEALERS ENJOY CONFERENCE

Harley-Davidson Men Ask Gus Castle to Hold Similar Convention in His Territory

CHARLOTTE, N. C.—Nearly a score of men, representing the biggest Harley-Davidson dealers in North and South Carolina gathered at the Selwyn House here on September 18 to attend the factory sales conference. Gus Castle, manager of the Harley-Davidson Atlanta branch was in charge. In addition to the business meeting, a delicious banquet was served in the hotel and in the evening the Piedmont Theatre showed a Harley-Davidson film.

Manager Castle displayed a full line of 1918 motorcycles and bicycles and accessories. The dealers said the accessory line was the most complete of any ever shown in the state. He also explained the company's selling and direct advertising campaign plans for the coming year. The men were deeply interested in these.

The feeling of the dealers regarding the benefits they derived from the conference can be judged from the remark of one man who said he would not take $100 in exchange for the ideas he had secured. All asked that the conference be made an annual feature and at the request of the attendants, Castle decided to hold a number of similar meetings in other parts of the southern territory so that those who missed this one also might secure some profit.

After the film had been shown, Castle said arrangements could be made by any dealer whereby the picture could be displayed in his town. From then on he had his hands full making up the route of the film, every dealer saying it would help boost his sales.

Those present included E. L. Durham, and Fred Fletcher from this city; S. E. Rochelle, Durham, N. C.; A. Crinkley, Raleigh, N. C.; Truitt Cox, Greensboro, N. C.; D. Lipe, Standard Cycle Company, Asheville, N. C.; James R. Bolling, Winston-Salem, N. C.; W. O. Barre, Rock Hill, S. C.; H. Steenken, Charleston, S. C.; Bryan Wilfong, Hickory, N. C.; B. F. Williams, Salisbury, N. C.; G. A. Story, Spartanburg, S.C.; Guy Story, Story Motor Company, Greenville, S. C.; W. B. Harmon, High Point, N. C.; J. L. Heidt and W. E. Campbell, Columbia Motorcycle Garage, Columbia, S. C.; J. L. Moore, Mooresville, N. C.

HADFIELD ANSWERS CALL

Connecticut Loses Live Indian Agent When He Leaves New Britain

PROVIDENCE, R. I., Sept. 22.—B. A. Swenson, of the Indian agency here, who is also a member of the firm of Hadfield & Swenson in New Britain, Conn., went to that city this week to assist Mr. Hadfield in readjusting the business there, since Mr. Hadfield has been drafted for the National Army and ordered to report with the next contingent. Plans for the carrying on of the store will be announced soon.

Since entering New Britain, Mr. Hadfield has instilled much enthusiasm into motorcyclists and has sold a large number of machines. Mr. Swenson said Mr. Hadfield's going would be greatly regretted.

SELLING USED MOTORCYCLES

PROVIDENCE, R. I., Sept. 22.—The General Motorcycle Sales Co. is advertising its annual fall clean-up sale of used motorcycles and Manager Andrews says it is taking. The list of machines includes Indians, Excelsiors, Hendersons and Harley-Davidsons which have been taken during the year in trade.

WHITING'S 1917 STOCK GONE

DENVER, Colo., Sept. 21.—The Walter W. Whiting Harley-Davidson shop here hasn't any of this year's models left on its salesroom floor, and Whiting is featuring his used machines to make room for the incoming new Harley-Davidson models.

SELLING MANY LIGHTWEIGHTS

ROCHESTER, N. Y.—Towner Bros., the local Dayton and Cleveland lightweight men, have been forced to enlarge their store and shop in Jay street and will start shortly on the job of making their establishment twice its present size. The firm is concentrating all its sales efforts on the Cleveland and the Dayton lightweights and claims that it is surprising to note the number of riders of large machines that are contemplating trading their big mounts in on the little lightweights.

BRANTFORD THANKSGIVING RACES

BRANTFORD, Ontario.—Bicycle racing will be revived in Brantford, Ontario, on Monday, Oct. 8, the date of Thanksgiving Day in Canada, when a race meet will be staged on the local half mile track.

MOTORDROME FOR AKRON

Summit Beach Park Officials Decide to Build a Speed Saucer

AKRON, O.—A quarter-mile motordrome will be erected at the extreme end of Summit Beach Park when it opens next spring. The owners of the park, impressed by the attendance at the miniature track this season, decided to give Akron fans a chance to see some of the nation's racing stars and the contract they have let calls for the construction of a board track banked at an angle of 52 degrees and equipped with safety guards. L. A. Deering, Goodyear motorcycle tire salesman, has been asked to take over the management.

It is expected that Martin Graves, Chester Fenton, "Skeets" Walker, Finn Huttinger, Charles Myers, Eddie Harmon, Ben Leonard, Brownie Carslake, E. G. Kramer, Jack Prince and Ed Humphreys will appear in speed races during the first season.

ENJOYING TWO-WEEK TOUR

NEW YORK, N. Y., Sept. 24.—W. L. Dolph of the Wagner Dolph Co., Inc., of Rochester, N. Y., and Jack Scharr, one of the oldest motorcycle riders of Rochester, stopped here today on their way home after an enjoyable two weeks' vacation tour. They visited Boston, Providence and Philadelphia and spent little in hotel bills, as they camped out each night.

BIG BUSINESS LOOKED FOR

KANSAS CITY, Mo.—Orvis Newby, of the firm of Newby Brothers, Henderson agents at Kansas City, reports they are making preparations for the coming season in this section of the country with the Henderson. He says that he believes the 1918 business will be the largest that they ever had.

CAROLINIANS ATTENDING HARLEY-DAVIDSON SALES CONFERENCE LED BY MANAGER CASTLE

Front Row, Left to Right: Truitt Cox, S. E. Rochelle, W. O. Barre, W. D. Heidt, J. L. Bolling, J. A. White, Isaac and Martin Withers.

Rear Row, Left to Right: Gus Castle, H. Steenkin, W. H. Galloway, W. H. Harmon, D. K. Lipe, Fred Fletcher, J. L. Moore, Guy Story, E. L. Durham.

WEEK'S BUDGET OF ARMY MOTORCYCLE NEWS GATHERED FROM MANY SOURCES

New Angles of the Motorcycle's Adaptability to War Service Are Being Developed Almost Daily and Washington Authorities Are Beginning to Wonder Why the Two-Wheeler's Importance Was Not Discovered Sooner—The Interesting Photo Above Shows a Party of Motorcycle Scouts Holding Off an Attack During Manoeuvres "Somewhere in New York State"

EMBARGO ON MOTORCYCLES

President Wilson Forbids Their Export Except Under Special License

WASHINGTON, D. C.—President Wilson, under the terms of the Espionage act, has forbidden the export of motorcycles, tires and fuel to Germany and its allies and to all the neutral countries. This is not an absolute prohibition, as a license may be obtained to send them to some of the neutrals. That section of the proclamation which deals with motorcycles reads:

"Contrivances for or means of transportation on land or in the water or air, machines used in their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all instruments, articles and animals necessary or convenient for their use; all means of communication, tools, implements, instruments, equipment, maps, pictures, papers and other articles, machines and documents necessary or convenient for carrying on hostile operations."

TESTING THE SIDECAR

Seattle Rider Taking Wife and Daughter Over Northern Route in Army Test

SEATTLE.—Mr. and Mrs. Edward S. Hauck and daughter Irene, aged 4, left Seattle Sept. 14 on a tour that will take them over the northern route to Detroit. They will make the trip in a 1917 model Reading-Standard sidecar outfit. They carry tent, bedding, provisions for several days, extra tires, oil and gasoline. Several days ago he equipped his three wheels with Goodrich Safety Tread oversized tires.

Mr. Hauck is a commissioned officer in the Medical Corps and the trip is not only for his own pleasure, but as a demonstration of what the motorcycle can do in the way of cross-country work, heavily loaded. He will keep a careful record of all that occurs enroute, mileage per day, cost per mile and when he reaches Detroit this data will be turned over to the War Department.

SOLDIERS GOOD CUSTOMERS

Denver Dealers Find Men at Fort Logan Ready Motorcycle Buyers

DENVER, Col., Sept. 25.—Motorcycle dealers of this city are finding Fort Logan, which is situated about a mile south of Denver, a good market for motorcycles. The soldiers, when not on duty, enjoy spinning over the surrounding roads on a motorcycle. The dealers are selling them machines on the time payment plan, thus speeding up business.

Walter W. Whiting, State distributor for the Harley-Davidson, reports he has sold nine Harley-Davidsons to one company. The soldier-riders pass the word along about the value of owning a machine, and thus other sales are made.

The motorcycle dealer situated near a fort these days has a field for sales that he cannot overlook. It should be cultivated. That is the way the dealers here dope it out.

PERRY ENLISTS IN ARMY

NEW YORK, Sept. 17.—John Perry, for some time employed by the Reeps Mfg. Co., producers of the Weed folding back rest, has enlisted in the 12th Regiment N. G. N. Y., and has been assigned to machine gun duty. The 12th left New York for Spartanburg, S. C., September 14.

ENTERTAIN THEIR SOLDIERS

NEW YORK, N. Y.—The Bronx Motorcycle Club, with headquarters at 287 Morris avenue, entertained its members who have been called to the colors recently with a farewell dance. Those wearing the honor flags were: Jerry Donahue, sergeant 71st regiment; Fritz Griswall, 165th regiment; Jack Keller and John Heir, cavalry ammunition train; Herman Hoffman, 8th coast defence; Dan Hoffman, navy; Fred Mondose, Ben Zuckerman, Bill Stallman, Chris Heisel, Paul Thoma, Hans Ramm and Geo. R. Fassberger, drafted but not assigned.

MOTORCYCLE HELPS DAN CUPID

FORT CROOK, Neb.—Corporal H. A. Oviatt and Grace Dodge Longnecker were married here recently after Sergeant Jess Alexander had made a hurried trip to Omaha on his motorcycle for the marriage license, which the bridegroom had forgotten to bring to the Fort with him. The soldiers are members of the Nebraska National Guard and the date of the wedding had to be advanced. Sergeant Alexander's speedy motorcycle trip allowed the ceremony to be performed before the soldiers were ordered to their training cantonment.

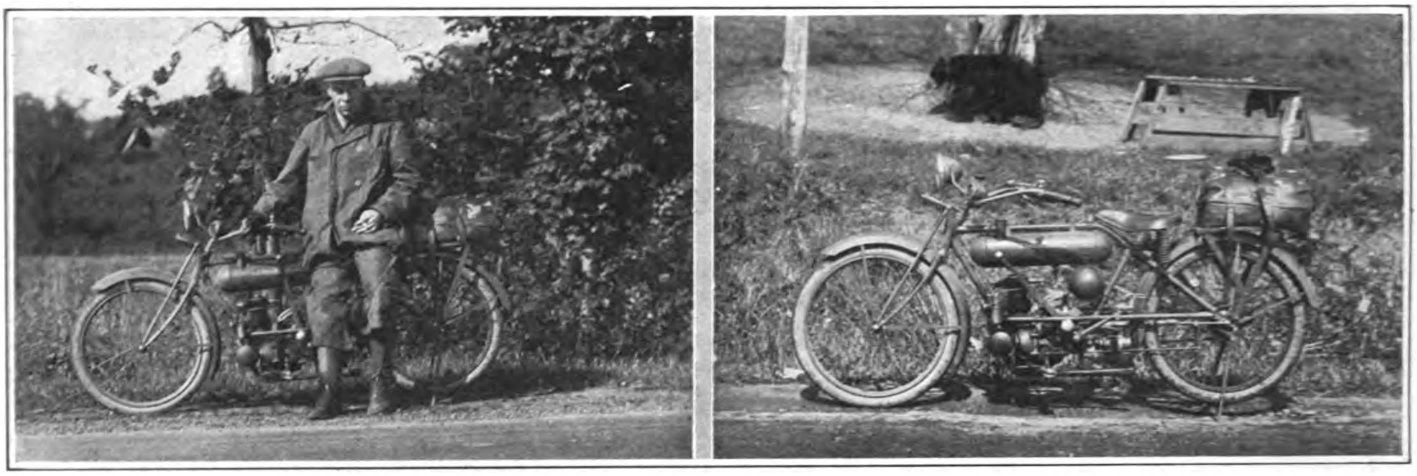
PARTY FOR SOLDIER MEMBERS

READING, Pa.—The Reading Motorcycle Club on Sept. 13 gave a farewell party for Edgar Potts, Roy Stoyer, William Dolch and Howard Zerr, who have been drafted. The men are in camp at Annapolis Junction. George Newhouse, Earl Meyers and Charles Sweigert were in charge of the party.

ANOTHER MOUNT MISSING

SYRACUSE, N. Y.—The Potter Co., local Harley-Davidson representatives, reports the theft of a 1917 Harley-Davidson sidecar outfit from Mineral Spring avenue, Pawtucket, R. I., on June 20. The motor number is L-17-T9092, and the machine was equipped with Goodyear tires while there was a U. S. Usco tire on the sidecar. On the rear was a tire carrier with two used tires strapped on. The outfit carried a Corbin rear-drive speedometer, and homemade wooden rear seat. There was a bad dent in rear of sidecar body.

SLOSSON COVERS 2,000 MILES WITH CLEVELAND IN ADIRONDACKS AND ACROSS NEW ENGLAND



Stewart Slosson, Assistant Sales Manager of the Cleveland, Pausing to Survey the Scenery at Little Falls, N. Y., on His Adirondack Trip; the Second Picture Was Snapped Near the Same Spot and Shows Two Bears—a Cleveland and Ursus Horribilis

BOSTON, Mass., Sept. 24.—Stewart Slosson, the Cleveland representative, has arrived in The Hub with his 1918 Cleveland lightweight, after a highly successful and interesting trip from New York to Albany, to Utica, to Watertown, to Malone, up through the Adirondacks and across Vermont and New Hampshire. He has covered 1990 miles in three weeks and is more than ever convinced that the Cleveland is equal to every reasonable demand that can be made upon it.

Mr. Slosson reports that he sent the little machine up every big grade in the Adirondacks, and drove it over the sandy roads and rugged hills of Vermont without a hitch. In addition to enjoying some of the finest scenery in the Eastern part of the country and sampling 57 varieties of roads and near roads, Mr. Slosson has found time to do considerable fishing. Although he is a veteran of many angling excursions, he states that he has never enjoyed himself in the past as he has on the present expedition with the aid of the Cleveland, which carried him to many likely brooks and lakes.

Always keen for a good story, Mr. Slosson has picked up one on the present trip that he is telling with much enjoyment. He stopped at a farm in upper New York State, after riding sand all day, and asked for a drink of water. There was no one in sight except a small boy, who explained that he was unable to grant the request "because all the folks had gone to town and locked up the house."

"But isn't there a well here," asked Mr. Slosson.

"Don't know," replied the boy, "I've only been working here a week!"

Mr. Slosson will head back in the direction of New York in a few days, and expects to find his mileage somewhere in the neighborhood of 2,500 before he finally calls the trip complete.

GASOLINE ENOUGH FOR ALL, SAYS MR. BEDFORD

Intelligent Measures for Adequate Production Should Be Taken to Conserve Present Supply

ATLANTIC CITY, N. J.—In an address to the war convention of the Chamber of Commerce of the United States, A. C. Bedford, president of the Standard Oil Company of New Jersey and a member of the Council of National Defense, said there is no immediate danger of any shortage of gasoline. He said the oil industry probably will be able to meet all demands made upon it by the present emergency.

The annual consumption of gasoline is about 330,000,000 barrels and the production is 312,000,000 barrels. On July 1 of this year, the reserve supply consisted of 164,000,000 barrels, so that even with increased consumption as a result of war needs, the reserve is sufficient to carry the country for five years. Mr. Bedford's conclusion is that "while the occasion is not one for alarm, it is one for taking intelligent measures for adequate production for what we need."

Manufacturers were urged by Mr. Bedford to continue their educational campaign to eliminate careless habits of drivers that result in waste of fuel. He said he believed this campaign will have important results in reducing the amount of fuel used in a given mileage.

THE YOUNGEST INDIAN

VALPARAISO, IND.—Bruce Barnes, aged 15, with five feet to his height and 85 pounds of sturdy young manhood to do his bidding, claims to be the youngest, lightest and smallest Indian rider in the United States, if not in the world.

GOES IN MOTORCYCLE CORPS

DENVER, Colo., Sept. 21.—Frank L. Andrews, of Loveland, Colo., was accepted last week by Uncle Sam for the motorcycle corps he is forming to send to France.

SWENSON TRAPS ARMY DESERTER BY 'PHONE

Providence Indian Dealer Fails to Be Impressed by Blustering Manner of Imposter Hinckley

PROVIDENCE, R. I., Sept. 22.—B. A. Swenson, Indian agent, was largely responsible last week for the arrest of Leo F. Hinckley, who is charged with impersonating a Government officer and with being a deserter from the army. Hinckley arrived here last week and is said to have gone to many large mercantile houses, where he ordered large bills of goods. One day he went into a large jewelry house and was looking at a $500 diamond ring. During his study of the ring he left the counter to telephone Mr. Swenson.

He asked Mr. Swenson, in a voice loud enough to be heard about the jewelry store, how many motorcycles he could deliver immediately. Mr. Swenson replied he did not transact business in such a manner. Hinckley, assuming another tack, asked, "Can you deliver 10 machines immediately?" The reply was that he could, but before the machines could be turned over there would be some formalities to undergo. When he had failed to make an impression in the jewelry store by his telephonic interview, the clerk became suspicious and refused to close a deal. When Hinckley left he was trailed and later arrested by the police department.

MATHEWSON JOINS HAWTHORNE

BRIDGEPORT, Conn., Sept. 17.—The live wire organization of the Hawthorne Mfg. Co., well known lamp makers, has added an energetic recruit in the person of Brock Mathewson. Mr. Mathewson has been a familiar figure in trade journal activities for a number of years, and from now on will devote himself to presenting the advantages of the Old Sol spot light and other devices to automobile manufacturers.

SPACIOUS BODY ON 1918 PARCEL CAR

Harley-Davidson Company's New Model May Be Opened from the Driver's Seat

MILWAUKEE, Wis., Sept. 25.—Following out its policy of emphasizing the motorcycle's adaptability to commercial service, the Harley-Davidson Motor Co. is now calling special attention to its 1918 parcel car. The price of the standard car, the one above illustrated, which is known as Model 18-M, is $83, f. o. b. the factory, or $95 f. o. b. the Pacific Coast. The dimensions of this body are as follows: 36¾ inches long, 21¼ inches wide, 18 inches high in the center, and 15⅝ inches high at the sides.

The body is strongly built of seasoned lumber and carefully tenoned together with screws and reinforced with angle irons. At the rear spring support rods, steel reinforcements carry the weight of the body. The top is hinged so that it may be opened from the driver's seat,—an important point in connection with the saving of time. The parcel car body is finished in military olive drab, neatly striped with deep green. When specified on the original order the parcel car body may be lettered at the factory at a cost of 10 cents per letter.

The parcel car chassis is identically the same as that used on the standard pleasure sidecar, which was recently described in these columns. This new chassis has more road clearance than the former type, and has been made stronger. Improved connections between the side chassis and the motorcycle frame, together with better distribution of weight on the springs, insures a well-balanced outfit.

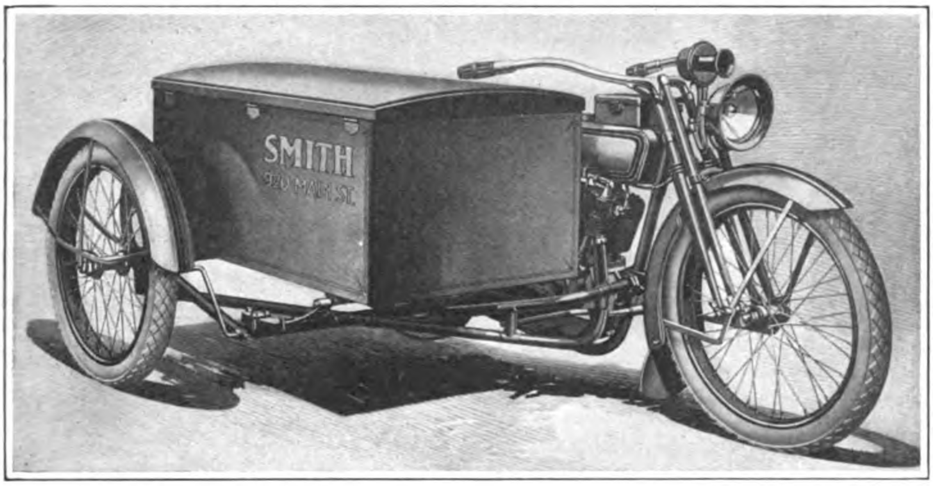
The parcel car is regularly supplied in standard tread, adjustable for 44 inches or 56 inches. On special order the company can supply a special tread for southern roads, adjustable for 48 inches or 60 inches, at no additional charge. In addition to the Model 18-M parcel car, the company manufactures the car in a larger size, 48x24x18. This type is known as Model 18-N.

COMMITTEE REORGANIZED

Changes Made in War Body, of Which T. W. Henderson Is Member

WASHINGTON, D. C., Sept. 24.—The reorganization of the Automotive Transport Committee of the Council of National Defense, which will hereafter be known as the Automotive Products Committee, has been completed and will be directly under the War Industries Board. The reorganization of the committee is of interest to followers of motorcycle developments because of the fact that T. W. Henderson, of the Henderson Motorcycle Co., represents the power two-wheeler field. Mr. Henderson's efforts on the committee, however, are not confined to motorcycle affairs and he has already played a significant part in threshing out the various intricate problems with which the committeemen have been confronted.

Under this committee will be organized a number of sub-committees which will have charge of various branches of work. One on military trucks has already been organized; there will be another on priority, one on gasoline and a fourth on military motorcycles.



Roomy Harley-Davidson Parcel Van for 1918; the Chassis and Connections Are Identical with Those on the Regular Sidecar

PRIZER HEADS VACUUM CO.

Succeeds Charles M. Everest as President of Oil Company

ROCHESTER, N. Y.—Edward Prizer, of New York City, has been elected president of the Vacuum Oil Co., to succeed Charles M. Everest, deceased, according to an announcement sent out to the stockholders last week. Mr. Prizer is well known in the business and financial world. He has been associated with the Vacuum Oil Co. for years as a director, and his selection as president comes as no surprise.

Stockholders also were notified that the directors had declared the regular dividend of 3 per cent. on the stock, payable Oct. 29 to shareholders of record, Oct. 15. This dividend calls for the payment of $450,000.

DON'T FORGET THE BOYS WITH THE ARMY

Through the Government's thoughtful provision, it is possible to pass this magazine along to the boys with the colors, after you have finished with it, by simply placing a one-cent stamp in the place indicated on the front cover. This is an easy thing to do, and your co-operation surely will be appreciated by the motorcyclists with the army.

Many of the lads in khaki are getting their copies of Motorcycle and Bicycle Illustrated direct from this office, but hundreds of other copies can be used to good effect. Pass yours along.

EFFICIENCY TEST WANTED

Denver Traffic Officer Says Present Law Is Unfair to Poor Man

DENVER, Col., Sept. 21.—Police Sergeant Thompson of the Denver traffic squad says this city needs new laws to properly control speeding. "I want a law passed that will compel motorists to pass an efficiency test before they are permitted to drive," he says. "It is the only means by which police officials can cope with the situation.

"The police court system is unjust to the poor man who violates the traffic law. The fine imposed is more than he can afford to pay. The rich man pays his fine and thinks nothing of it, and so the bringing him into court does little or no good, for as soon as he pays his fine he forgets about it.

"If we had a law which made it possible to take a driver's license or certificate of qualification away from him whenever he violated the traffic ordinance, the situation would be much different."

STANDARD NEEDS MORE ROOM

PHILADELPHIA, Pa., Sept. 24.—The Standard Roller Bearing Co. has leased additional factory space at 22d street and Lehigh avenue, with the idea of expanding its manufacturing facilities on a broad scale. The company is enjoying a heavy business and looks forward to greater demands.

LIEUT. COLT REACHES FRANCE

PROVIDENCE, R. I., Sept. 22.—A cable has been received here from Lieut. Russell G. Colt, son of Col. Samuel P. Colt, announcing his safe arrival in France, where he has gone as a member of the American Field Service operating as a supplement to the American Ambulance service. Mr. Colt's father is the president of the United States Rubber Co.

FIRESTONE BRANCH MOVES

ROCHESTER, N. Y.—The local branch of the Firestone Tire & Rubber Co. is being moved to a larger store on Scio street, where Manager "Bill" Bailey will have better facilities for furnishing Firestone service. Owing to the increased business of the local branch, it has been necessary to add another motor truck to the shipping department.

ENLISTED MEN GOOD MOTORCYCLE BUYERS

Credit Sales Secured by Properly Drawn Contracts Are as Safe As Government Bonds

DALLAS, Tex.—Methods of getting government business and of making sales to individuals in the various branches of the United States army were discussed with great interest at a meeting of many of the motorcycle dealers of Texas and Louisiana held here on September 11 and 12. With approximately 200,000 soldiers located in Texas now, and prospects for still more, the question of sales to the army is considered one of the most important phases of the business. Regularly established training camps are located at Houston, San Antonio, Waco and Fort Worth. One or more aviation camps are being built at San Antonio, Waco, Fort Worth and Dallas.

Fred Nuendorff, representing the Harley-Davidson Cycle Company of San Antonio, said his firm had sold 30 machines to the army since the recent mobilization. Most of these were to individuals to be used for their own pleasure or convenience He stated that credit sales to enlisted men, if the papers are properly drawn, are absolutely safe, the contract being practically as good as a government bond. The soldiers welcome the time payment plan, he said.

Efforts to make army sales should not be limited to motorcycles, declared F. L. Flake, Houston Harley-Davidson dealer, as bicycles are fully as popular with soldiers, especially the enlisted men. Mr. Flake was instrumental in forming an army motorcycle corps in Houston. In doing this he acquired information which has been invaluable to him in soliciting government business. The friendship of the men of the army, and especially with the officials of the Quartermaster's Department, he declared, is indispensable in getting the best results.

The advantages of a light running bicycle for exploring the city and visiting points of interest in the vicinity is a sales argument which has been found particularly effective by Mr. Flake, especially with the enlisted men who come to the camp from distant points.

It was agreed by the dealers that motorcycle and bicycle club activities and sociability runs arranged for Saturday afternoons and Sundays when the soldiers are at leisure are extremely advantageous in promoting sales, as the men, especially those of the National Guard and National Army, are anxious to enter the social life of the community. The opportunities of the F. A. M. representative for benefiting the trade along these lines were declared auspicous and the financial support of events by the dealers a good investment.

Lee Murray, representing Murray Brothers, of Waco, stated that his firm was adding a line of Harley-Davidson bicycles to the motorcycle line in expectation of a large business among the soldiers.

HARLEY-DAVIDSON DEALERS FACING THE CAMERA DURING COLUMBUS CONFERENCE

MAY
DRUG
NICE

Top row, from left to right: A. Oberwegner, Oberwegner Motor Company, Toledo, O.; R. B. Gardner, Mansfield, O.; A. Wright, Cincinnati, O.; J. Bertelle, Akron Cycle & Supply Company, Akron, O.; K. Thumm, Thumm's Tire Shop, Warren, O.; R. Raymond, Akron Cycle Company, Akron, O.; Louis E. Fluke, Dayton, O.; George Sollers, Poage & Sollers, Lima, O.; Clark Sturtz, Zanesville, O.; William Lister, Lister Motorcycle Company, Cleveland, O.; W. D. Isham, Harley-Davidson factory representative; A. Dickenson, Portsmouth, O.

Bottom row, left to right: I. W. Schroeder, Harley-Davidson factory salesman; J. Mast, Harley-Davidson garage, Cincinnati, O.; J. R. Bruce, Wooster, O.; C. Kaiser, Mahoning Cycle Company, Youngstown, O.; G. A. Roush, Roush & Carlisle, Chillicothe, O.; Jack Brannan, Alliance Motor Supply Company, Alliance, O.; William Whau, Baldwins, Bowling Green, O.; P. I. Haynes, P. I. Haynes & Company, Columbus, O.; A. D. Farrow, Nelsonville, O.; Harry McNeer, Portsmouth, O.

DEALERS GIVE TRADE TALKS AT CONFERENCE

Purchase of First Harley-Davidson Recalled by Lang of Chicago at Milwaukee Meeting

MILWAUKEE, Wis.—About 30 dealers attended the recent Milwaukee Harley-Davidson dealer district conference. Frank Egloff, of the traveling sales force, and Hugh Sharp, factory representative, were in charge, and while the universal program used at all of the Harley-Davidson conferences was carried out, one of the important features of the Milwaukee meetings were the talks by the dealers themselves.

C. H. Lang, the Chicago Harley-Davidson dealer, gave an interesting review of his connection with the Harley-Davidson Motor Company. Mr. Lang has the honor of being Harley-Davidson dealer number 1. It was he who purchased the first machine fashioned from the hands of Walter Davidson himself.

Louis Peterik, manager of the Mueller Cycle & Supply Company, the home dealer, told the Wisconsin and Illinois dealers something about the second hand problem as it is handled by his company.

Other dealers present were: Arthur L. Johnson, Rockford, Ill.; Paul E. Gott, Peoria, Ill.; William Filter, Madison, Wis.; Joseph Kegel, Freeport, Ill.; Julius A. Kegel, Freeport, Ill.; W. V. Stockwill, Urbana, Ill.; N. Kellington, Decatur, Ill.; R. I. Kellington, Decatur, Ill.; Lee W. Wright, Galesburg, Ill.; E. H. Lueck, Chippewa Falls, Wis.; Howard V. Campbell, LaCrosse, Wis.; J. F. Zeman, Prairie du Chien, Wis.; C. Henry Freese, Elgin, Ill.; H. A. Schultz, Monroe, Wis.; John F. Welch, Neillsville, Wis.; W. A. Lincoln, Belvidere, Ill.; Wilbur T. Klapp, Freeport, Ill.; H. Donker, Freeport, Ill.; G. W. R. Prescott, DeKalb, Ill.; A. J. Mellen, Peshtigo, Wis.; R. S. Maxwell, Beloit, Wis.; Kent R. Gilfillan, Kewanee, Ill.; Grover Fossum, Ashland, Wis.

INDIAN WINS IN URUGUAY

Two South American Races Captured by Riders of Springfield Product

MONTEVIDEO, Uruguay.—Pedro Aragnon, riding an Indian with RX motor, was victor in the recent 160 kilometer (99.3 miles) sidecar race. His time was 2 hours, 42 minutes, 47 seconds. Aragnon won easily over a field of special machines of other makes. The course chosen for this race was ordinary dirt roads, so that Aragnon's time was considered excellent. Carlos Santiago, also on an Indian, won the kilometer race in Buenos Aires a short time ago, this being his fifth victory on the Indian for the annual event.

STROHM IS PROMOTED

INDIANAPOLIS, Ind., Sept. 17.—D. E. Strohm, former assistant to Max G. Hillman, special factory sales representative for the Prest-O-Lite Company, has been appointed division manager of the company's Detroit territory.

MARSHAL RIDES AN INDIAN

LAKE BLUFF, Ill.—The local marshal has purchased a Powerplus Indian to check speeding in this section. The machine was obtained from Higinbotham & Douglas, local Indian representatives.

SICKENGA AFTER SEATTLE RECORD

Accident Prevents His Setting New Figure for Sidecar Run from Yakima

SEATTLE, Wash., Sept. 18.—The first attempt at covering the 188 miles between North Yakima and Seattle in record time resulted in an accident, but the performance was remarkable. "Duke" Sickenga of North Yakima with one of the Shuk brothers as a passenger in the sidecar left there at 6 o'clock in the morning with the intention of reaching Seattle in six hours. The route is over the famous Seattle mid-summer endurance run course.

From North Yakima they immediately bumped into sand, ruts and dust. They took this stuff at a speed of about 30 to 35 miles an hour and the sidecar stood the test in spite of the fact that it has already covered 50,000 miles.

A short stretch of pavement outside of Ellensburg was the only pavement they encountered during the trip to the Summit. They made fine time over the winding mountain roads that lead into the Cascade Mountains. The Puget Sound side of the Cascades gave them a fine chance to make time. The roads were a great improvement over the Eastern Washington highways and in addition are downgrade with several long stretches after leaving the Snoqualmie Pass Switchback.

Before they reached North Bend they were met by Bob Steel, of the Seattle Indian agency, who acted as escort. Steel says that he has watched many a pair ride in a sidecar but has seen nothing equal to the show put on by the two boys from Yakima. They have a way of skidding around turns that makes shutting off unnecessary and reduces the speed but slightly.

They had covered 163 miles of the road and had just reached the pavement that leads to Seattle, 25 miles away, when in taking a turn on the brick road at high speed, the machine refused to skid as it had done on the sand. The machine went off the road and into a ditch, ending the run. The men were not hurt and the combination proceeded to Seattle.

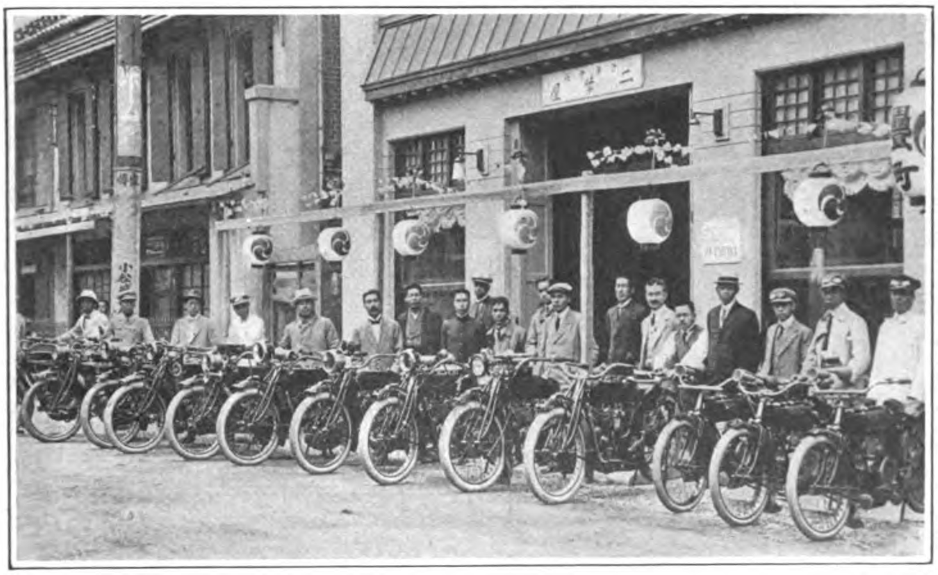
Sickenga says he will go after the record again shortly. He is confident that he can cover the 188 miles in less than six hours as he points out he had covered 163 miles in five hours and all of the bad roads and hard riding were behind and nothing ahead but several miles of fine gravel road and a lot of brick or asphalt.

MORE BAY STATE RIDERS

Registration Shows an Increase of 526 Boosters Over Last Year

BOSTON, Mass.—Indications are, the motorcycle industry will be given a decided impetus in this state this year. The Highway Commission last year issued 10,713 licenses and on Sept. 1 of this year, it had issued 11,239 licenses, an increase in the eight months of this year of 526, when compared with the total of the 12 months of 1916.

SONS OF NIPPON TAKE JOYOUSLY TO RIDING AND FORM CLUB TO PROMOTE SPORT IN JAPAN



TOKYO, Japan.—That the motorcycle is increasing rapidly in popularity in Japan is proved by the formation of a live motorcycle club in Tokyo, and by the holding of a pleasure run as the first activity of the new organization. The club is known as the Indian Motorcycle Club, and was founded and encouraged by Futabaya & Co., Indian agents for Japan.

The opening run was from Tokyo to Hakone, a distance of 60 miles. Hakone is noted for its scenery and its hot baths, both of which appeal strongly to the Japanese. The photograph shows 13 members of the newly formed club ready to start for Hakone from the agency of Futabaya & Co., on the inaugural day of the club. Their uniforms have not been finished.

PROVIDENCE RUN TO BE HELD OCT. 7

Club Announces Rules and Route of New England's Triangle Event; Many Entries

PROVIDENCE, R. I., Sept. 22.—The 14th annual triangle run of the Providence Motorcycle Club will be held Sunday, Oct. 7. This is considered one of the banner motorcycle events of the year in New England. Riders in Worcester, New Bedford, Boston, Taunton and Fall River will participate.

The riders from this section will leave this city at 8 a. m. and go to Boston, leaving there at 11 o'clock, arriving in Worcester at about 1 p. m. Departure will be taken from that city at 2 p. m. and the riders are supposed to check in at Providence at 5 p. m. The distance is 140 miles. Suitable rewards will be made to all perfect score winners and survivors.

The entries will close Oct. 4. The fee is $2 and the post fee is $3. The sidecar passenger entry is $2 if passenger is competing for an award, while the same rules apply to tandem riders. If the day is stormy the run will be held on the next pleasant Sunday. The contestants are cautioned not to pass the pacemakers, thus ensuring an ideal day's tour over the best roads in New England. The schedule is 15 miles an hour.

The entry blank must specify the name of rider, address, F. A. M. number, when it expires, make of motorcycle, make of sidecar, number of cylinders and make of tires.

PLANNING FOR CONVENTION

Al Crocker Expects Large Attendance of Indian Dealers in Kansas City

KANSAS CITY, Mo.—Al Crocker, proprietor of the Indian Motorcycle Sales Company, at Kansas City, is making preparations for and advertising the first Indian Dealers' Convention to be held at the branch here on October 8 and 9. The 1918 Model Indian and moving pictures of the Indian factory will be displayed. Bert Barrows of the factory will give mechanical and sales talks during the two days. Mr. Crocker says that from the answers received from the dealers in this district, the convention is going to be exceptionally well attended.

THIS BAND WILL RIDE

KANSAS CITY, Mo.—A movement is on foot at Kansas City, to supply the band of the Kansas City Home Guard, which organization is being recruited rapidly to take the place of the national guard, with motorcycles and sidecars.

EQUIPPING THE WINNERS

AKRON, O.—The Firestone Tire & Rubber Company announce that three of the four winners in the recent endurance run of the Milwaukee Motorcycle Club rode Firestone tires.

FIRST CARLOAD SOON SOLD

Appeal Company Soon to Move Into New Building; Business Increasing

SAN FRANCISCO, Cal.—The foundations are being laid for the erection of a new building to be occupied by the Appeal Manufacturing & Jobbing Company, at 1450 Market Street, on or about November 1. J. D. Fraser, of the Appeal Company, reports he has received advance orders for 1918 machines, which will more than consume the first carload. The sales of this company for September have run ahead of the sales for August and show an increase over the September of last year. Mr. Fraser also announces the export shipment of ten Smith motor wheels to the Pacific Orient Sales Company, in Japan.

DIDN'T TAKE OWN MEDICINE

DENVER, Colo., Sept. 21.—Over in Grand Junction, Colo., motorcycle riders have the laugh on Peter Fox, the Indian agent in that city. After advocating that it was a mighty good plan for riders to stick to the speed limit in the city, along comes a speed cop and nabs Mr. Fox for speeding on the streets of Grand Junction.

GOOD MECHANICS IN DEMAND

ROCHESTER, N. Y., Sept. 24.—One of the problems now bothering local motocycle dealers concerns repairmen. Several of the dealers state that it is next to impossible to obtain competent mechanics, and the George L. Miner Co. in particular reports that it has searched unavailingly for some time past for a satisfactory repairman. There is a good job waiting for any mechanic who can meet the requirements of the Miner company.

HALIFAX CHANGES LICENSE LAW

HALIFAX, Nova Scotia.—The Provincial Government of Nova Scotia has decided to issue new license plates to motor vehicle owners each year when annual licenses are paid instead of requiring owners to use the same plates during the lifetime of a car or motorcycle. In addition, the registration year has been made to conform with the calendar year. To date, license fees became payable on August 1.

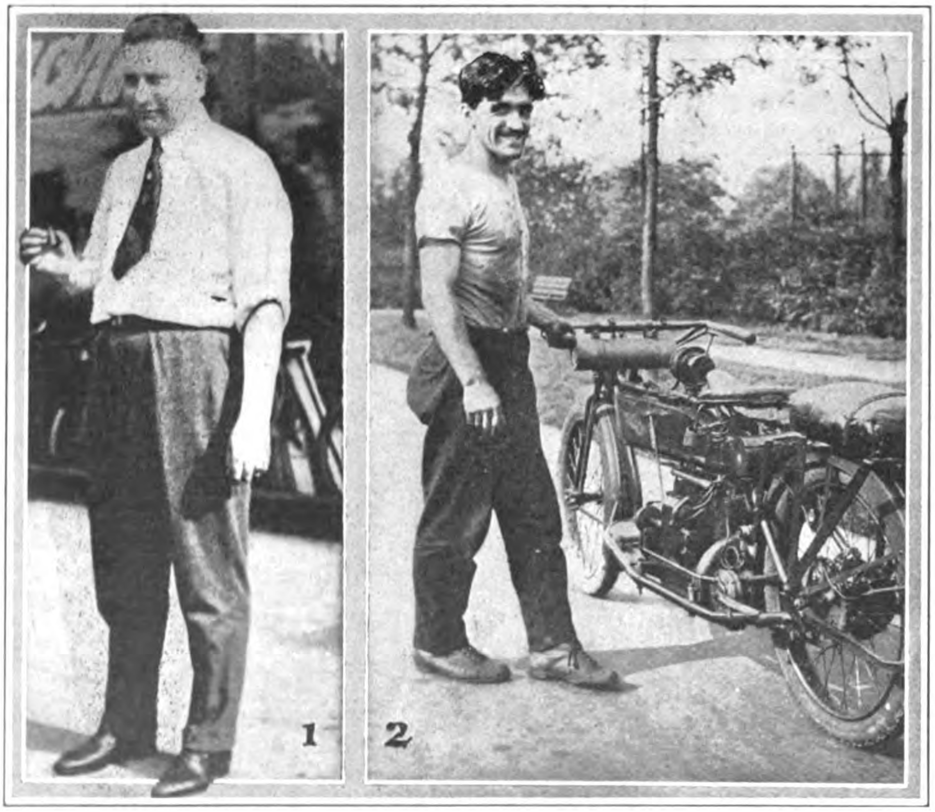
NEW PARKERSBURG FIRM

PARKERSBURG, W. VA.—The Rapid Repair Shoe Shop of 216 Fourth street has bought out Wolfe Brothers and will continue the motorcycle business of that concern. H. E. Wolfe and A. C. Loritsch are partners in the Rapid Repair Shoe Shop and have the Harley-Davidson agency for this territory.

HAGERMAN IS PROUD FATHER

KANSAS CITY, Mo.—Ray Hagerman, master mechanic at the Indian Motorcycle Sales Company, at Kansas City, almost forgot to put a carburetor on a machine that he has been building especially for Al Crocker, manager of the branch—all because he announces that he is papa to a new motorcycle rider.

BILL REICHERT AND THE CHARLIE CHAPLIN OF THE EDWARDS-CRIST MFG. CO., OF CHICAGO



The Company Has Several Branches and the Genial Bill Is Manager of the Garfield, Ill., Store, While His Fun Loving Companion Is Its Shop Foreman

DRESS UP YOUR WINDOWS

Swenson Makes Two Sales Because of His Attractive Display

PROVIDENCE, R. I., Sept. 22.—"There is nothing that attracts the eye of a man with a dollar in his pocket to spend more than an attractive window," says B. A. Swenson, Indian agent here.

Because he believes in putting up a good show window, he sold two Indian bicycles to one man this week. T. O'Connor, a local florist, was passing the Swenson store Monday and spied some fine looking ladies' wheels. He went in and inquired. Result, two sales, a delivery the same day and a check for $70 in the pocket before nightfall. "Dress up your windows if you want the extra money," says Swenson.

PROVIDENCE ROADS MARKED

PROVIDENCE, R. I., Sept. 15.—For the benefit of tourists the State Board of Public Roads has painted red and blue signs on telephone poles throughout the city and approaches. This is done because the city has been a puzzle to travelers. The red on poles marks the route to Narranganestt Pier and New York. The blue marks the alternate route from New York into this city, leaving the shore road at Westerly and coming over Gooseneck Hill.

TOWNER ACCEPTS SERVICE

ROCHESTER, N. Y.—Richard Towner of the Towner Bros. Motorcycle Co., has been drafted and accepted and although he is married, has not put in any claim for exemption. His intentions are to apply for admission to the motorcycle division as he is an expert mechanic on all makes of motorcycles.

POWER RUBBER COMPANY EXPANDS

SAN FRANCISCO, Cal.—According to Col. James Power, president of the Power Rubber Company, distributors of the Racine tire in Northern California, on account of the increase in the business of his firm he has found it necessary to establish branch offices in Oakland, Cal. He has appointed Thomas P. Costello, formerly with the United States Rubber Company, as branch manager, and John F. Mullen is to fill the post of sales manager.

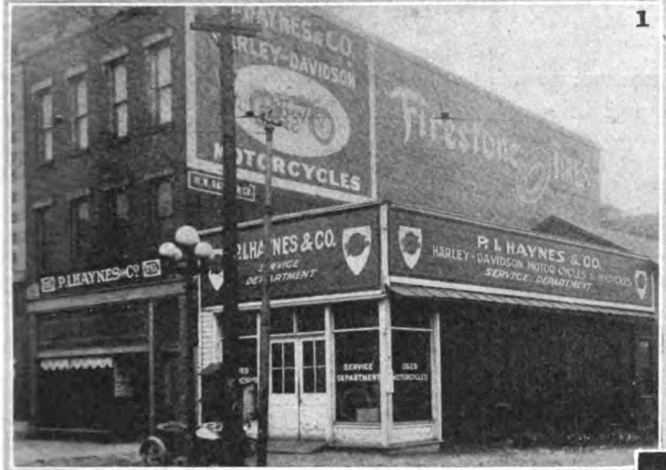
WEBB ANSWERS DRAFT CALL

DAYTON, O.—Howard W. Webb, who for three years was in charge of the motorcycle order department of the Davis Sewing Machine Company, was one of the first Dayton men to be called into service in the National Army. He held one of the first draft numbers and went to Camp Sherman, Chillicothe, Ohio, with the first five per cent of the Dayton quota. Mr. Webb is well known to all Dayton motorcycle dealers and was an energetic worker for the Dayton motorcycle.

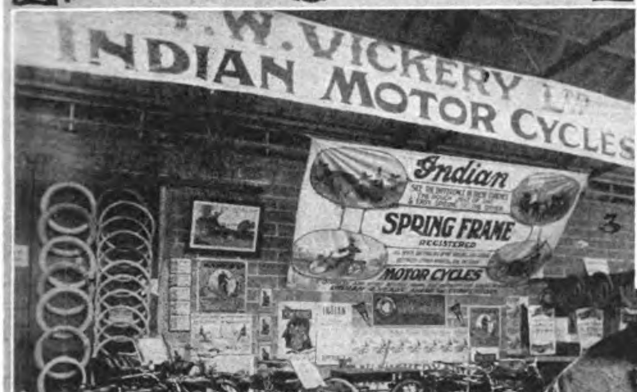
TROOPS GET INDIANS

LEAVENWORTH, Kans.—Frank Biringer. Indian and Harley-Davidson agent at Leavenworth, Kans., recently unloaded a car load of Indian motorcycles for the troops stationed at Fort Leavenworth.

UP-TO-THE-MINUTE DEALERS HERE AND ABROAD REFLECT THE SEASON'S PROSPERITY IN AGENCIES


1
HAYNES & CO.
HARLEY-DAVIDSON
MOTORCYCLES
Firestone
P. I. HAYNES & CO.
P. I. HAYNES & CO. SERVICE DEPARTMENT
P. I. HAYNES & CO. HARLEY-DAVIDSON MOTOR CYCLES & BICYCLES SERVICE DEPARTMENT
SERVICE DEPARTMENT
USED MOTORCYCLES

2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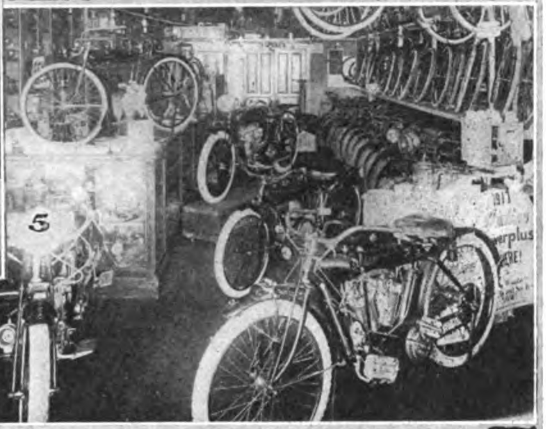
T. W. VICKERY LTD.
INDIAN MOTOR CYCLES
Indian
SPRING FRAME
MOTOR CYCLES

4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6
Dayton Bicycles
FURNITURE

7
MOTORCYCLES
ER CLOSED HOUR SERVICE
WAGNER-DOLPH CO.
HARLEY-DAVIDSON

8
ANDERSON CYCLE WORKS
CYCLE SUPPLIES
MOTOR CYCLES

P. I. HAYNES & COMPANY handle the Harley-Davidson motorcycles at their distributing station, 245 North Fourth street, Columbus, O., and keep in touch with their customers through an efficient service station which adjoins the store. Both may be seen in photo No. 1. "Pie" Haynes is one of the oldest dealers in the State and his territory includes the rich central Ohio belt.

August Zimmerman sells Harley-Davidsons in Washington, D. C., and believes in keeping a representative stock on hand; in No. 2 he is seen in his store waiting for the next customer—and thinking over plans for a record-breaking 1918 campaign.

T. W. Vickery, Ltd., has the distinction of being the most southerly Indian dealer in the world. New Zealand is a rich field, and at the Winter Agricultural Show in Invercargill, the seed for a plentiful harvest was planted, as No. 3 plainly shows.

Miss Rosa May Rust, No. 4, is the manager of the R. M. Rust Company, in Nashville, Tenn. She has been handling bicycle business for the last ten years and now is agent for the National, Columbia, Miami and Elco bicycles, Fisk, Federal and Vitalic tires and New Departure and Morrow coaster brakes.

Frank P. Gravatt is the Indian dealer in Atlantic City, N. J., and No. 5 gives an excellent idea of the lineup of Indians he keeps ready for the "war path."

In Elkhart, Ind., Fred Personett has a flourishing store where Indian devotees gather regularly. No. 6 shows a group of his boys ready for a "co-operative" run.

The Wagner-Dolph Company, Inc., in Rochester, N. Y., handles the Harley-Davidson and the Cleveland: "Never closed an hour service," is the company's slogan.

Erie, Pa., is "some cycle town" as everyone knows, and the Anderson Cycle Works, No. 8, maintains a prosperous store at 540 West 18th street; it devotes its two show windows to a pleasing display.

CANADIAN LETTER

The Interests of the American Cycle Industries in Canada Are Big Today and Getting Bigger. Readers of This Department Receive All the Dominion News

CANADA'S CONSCRIPTIVE MEASURE IS NO DETERRENT TO BICYCLE TRADE

Dominion Dealers Enlarge Their Stores and Increase Their Orders, the Draft Tending to Create Larger Demand and Booming Business Generally; Cash Sales to Outnumber Credit Purchases

By JOHN KANUCK

TORONTO, Ontario.—The present situation in bicycle trade circles of Canada is unique, to say the least. With the immediate prospect of the enforcement of a conscriptive measure whereby 100,000 single men and widowers without children are to be drafted for military service overseas, and with munition workers being discharged from a number of factories, the bicycle business shows absolutely no signs of contraction. In fact, there is almost every indication within the industry that Canadian business in 1918 will break production records. This situation is also unusual in view of the fact that all dealers are being made aware of general advances in all bicycle and tire prices for the coming year.

The 1918 season virtually started on September 1st, insofar as the manufacturing and jobbing interests of the country are concerned. Retail dealers are inclined, however, to continue to observe the calendar year as the period for the reckoning of the 1917 turnover. A number of retailers have announced, however, that they are proceeding immediately with the enlargment of store facilities to take care of an expected great increase in business next year. This is in the face of conscription throughout Canada and a dropping off in munition orders, which might be expected to affect all trades.

Bicycle Orders Doubled

R. G. McLeod, the largest exclusive bicycle dealer in Toronto, has increased his store facilities by exactly one third. The Bicycle & Motor Sales Company of London, announces the erection of a large addition to its present premises because of its bicycle development. This company has also announced that it has doubled its bicycle orders for 1918. This year, to date, the company has disposed of 600 bicycles. Many other smaller retail stores around the country are also being improved and enlarged.

A recent incident at Sudbury, Ontario, typifies the situation in the wholesale section of the Canadian bicycle trade. Three representatives of large Canadian concerns met in this Northern Ontario center by accident. They were T. B. McCarthy, of the Canada Cycle & Motor Company, Limited, C. Dixon, bicycle sales manager of the Hyslop Bros., Limited, Toronto, and Fred St. Onge, Ontario branch manager for A. E. Bregent, Montreal. They exchanged confidences and all three learned of bicycle order increases which opened the eyes of even these enthusiasts.

General Manager J. W. Gibson, of the Canada Cycle & Motor Company, Limited, Weston, Ontario, has announced the decision of the company to erect an addition to its new model factory. This plant was only occupied last winter. A. E. Bregent, of Montreal, recently found it necessary to establish a branch in Toronto to take care of Ontario business.

Sells 1,500 Bicycles

Fred St. Onge made a flying trip to Winnipeg from Toronto during the week of September 17 and during the course of two days in that city he had pocketed orders for 1,500 bicycles for next year. He made calls on seven different distributors and dealears in Winnipeg.

A mere handful of Canadian dealers have refused to sign orders for "futures" because they believe that they are liable to be drafted within the next few months. These men have declared, however, that if they were sure of exemption for themselves they would proceed with plans for 1918—so sure are they that the bicycle business is a guaranteed proposition.

Although prosperous conditions may continue for some time, big men of the Canadian trade are warning retailers to curtail their credit business as a safeguard for themselves and for the industry as a whole. It is pointed out that there may be a reaction on the whole trade if the dealers become too liberal in time payment sales. The tradesmen are being advised to eliminate entirely, if possible, the extension of credit in the sale of wheels to consumers. "The time may come when you may not be able to carry yourselves and we may not want to tide you over a bad season," declared one trade magnate recently in a general warning to dealers, who have been advised to talk "Cash."

Last, but not least, there is more enthusiasm in Canadian trade circles than ever before. Moreover, this feeling is tempered with confidence.

CANADIANS BUY A TANDEM

Toronto Reports First Sale of Two Seater Since Days of Big Boom

TORONTO, Ontario.—The bicycle is back! G. A. Wenige, of the Bicycle & Motor Sales Company, London, Ontario, has sold a tandem bicycle to brothers who reside near Parkhill, Ontario. The latter intend to ride the double wheel from their farm to nearby towns and back for both business and pleasure. This is believed to be the first sale of a tandem in Canada since the days of the great boom. Wenige had the tandem in stock and he is displaying another tandem outfit on his salesroom floor for the next sale.

DUNLOP TROPHY RACE PLAN

Oldest Bicycle Event on Continent Will Take Place Oct. 20

TORONTO, Ontario.—Announcement is made that the Dunlop Trophy bicycle road race will be held this year on the Danforth avenue course, Toronto, on Saturday, Oct. 20. This is the 24th year in which this race has been held in Canada and the historic event is classed as the oldest continuously held cycling fixture on the American Continent. It is expected that the coming grind will attract an entry list of 200 riders. The distance will be 20 miles on a five mile course.

CORNWALL REVIVES RACING

CORNWALL, Ontario.—Bicycle racing was revived at the annual Cornwall Fair this year when a two-mile bicycle event was included in the features on Sept 17. The race attracted a good entry list and the winner was a local enthusiast, John Renshaw. Second place went to Gordon Russell of Milleroches. Third man was Adolphus White of Cornwall.

JACK LAVIOLETTE MARRIED

MONTREAL, Que.—Jack Laviolette, the noted French-Canadian speed demon and professional hockey and lacrosse player, did not play an important part in the recent motorcycle racemeets in this city. The reason is now plain as he was married on Sept. 18, at Lowell, Mass.

TO CHANGE RULE OF THE ROAD

VICTORIA, B. C.—The Board of Trade of Victoria, B. C., has headed a serious movement for the changing of the rule of the road in the Province of British Columbia. Traffic here still keeps to the left, according to the English custom, but so many visitors have been making their way into this Province that considerable confusion has been caused on the streets and roads.

GIVES BICYCLE TO STAR PUPIL

PETERBORO, Ontario.—C. R. Banks, the leading bicycle dealer of Peterboro, secured considerable advertising as a result of offering a Cleveland bicycle as a prize to the local scholar making the highest marks in the public school graduation examinations. The winner was Bertie Giroux, 12 years of age, a pupil of St. Peter's school. The bicycle was presented to the winner at the commencement exercises and the local newspapers gave considerable space in reporting the details of the contest.

THE
BICYCLE

WHY MOORE SELLS NAMEPLATE CYCLES

It Remained for Little Artie Bundy and His Discriminating Dad to Show the Dealer the Error of His Ways and Prove That a Nondescript Stock Will Not Attract the Worth While Buyer; a Breezy Sales Story With an Obvious Moral

By JAY O. BRIGGS

JOHN SAMPSON BUNDY was the leading hardware merchant in my home city, a place of 28,000 inhabitants and his interests at the zenith of a busy life were about equally divided between his up-to-date store and his son, the latter just turning nine.

On the afternoon of which I am about to write, the boy—Arthur to his mother, but Artie to his dad and the youngsters of the neighborhood—bounded into the hardware establishment, fidgeted impatiently while Bundy senior closed an order with a farmer from an outlying district and finally got within whispering distance of his father's ear. He had just made a wonderful discovery. Something had been needed to round out the happiness of his young life, and at last he knew what it was.

He wanted a bicycle!

That was the story in four words. He explained that most of the other boys "who had nice daddies" (not bad diplomacy for a lad of nine), were in possession of bicycles and that they rode off after school hours each day, leaving him without companionship; that they rode out into the country, and—and, "oh, gee, they did lots o' things." There were many angles to the proposition, as Artie delivered it, but they all converged upon the four words already mentioned. He wanted a bicycle!

Bundy Senior Aids Buster

Bundy senior nodded acquiesence. He had no objections. In the first place he had been expecting the request for several months, and secondly he knew from first-hand experience that a bicycle would be a good thing for his boy.

"When'll we get it, Buster," he asked.

"Today," came the reply, emphasized by a hug that was worth a thousand bicycles to John Bundy's big heart.

John B. reached for his hat. "I'll be back in an hour," he said to old Joe Williamson at the desk as he went out.

Now, there were three bicycle dealers in our city, one of them long and intimately known to John Bundy, and the others only casually. Of the makes of bicycles they handled, he knew nothing.

"We'll go over to Sam Moore's," he remarked, "Sam ought to keep good bicycles."

They found Sam and a boy helper busy with dustrags in the salesroom, putting a dazzling polish on an impressive lineup of bicycles. There were all the colors of the rainbow on view and the eyes of Artie Bundy threatened to pop out of his head as he inspected them.

"Ooh, looka the purple one, dad!" he exclaimed breathlessly; "betcha that's a dandy; and there's one with green trimmin's. Gee!"

Wanted to Get Good Bicycle

John Bundy ran his eyes over the display and then turned to Moore. "I want a good bicycle for the boy, Sam. What's the best you can do for him?"

Moore grinned with satisfaction and rolled out a certain model. "That's about his size," he said.

"But is it a first-grade bicycle, easy to handle, safe to ride and guaranteed to wear?" asked Bundy senior.

"It's a good wheel at the price," answered Moore. "The boys around here seem to like the color, and——"

"Never mind the color or the price," interrupted Bundy with a smile. "Is it the kind of bicycle you are willing to stand behind? Will you stake your reputation on it? That's what I want to know."

"I think it's all right, "came back Moore, a little heatedly.

"But do you *know it's all right?*"

"I didn't make it," was the retort.

"Who did make it? Where's the nameplate?"

"Nameplates don't count for much on these wheels," explained Moore. "You see, they're jobbing models and I can get almost any nameplate I happen to want."

PUT YOUR TOWN ON THE CYCLING MAP

SAY, FELLERS:

It's not good sportsmanship to discover a royal pastime and then keep the glad tidings all to yourself. Now, is it?

If you are building better health and having a lot of fun on a bicycle, you owe it to the folks around you to stand right up in meeting, as it were, and say so. And if there are bicycle doings in your town that will interest riders and prospective riders elsewhere in the national field it is part of your job as a whole-hearted enthusiast to pass along the news of those happenings so that others can read and profit. That sounds reasonable, doesn't it?

Well, here's how you can do it.

When anything of interest along cycle lines develops in your town, among clubs or dealers, or in the sporting realm, fix up a newsy letter and send it to Motorcycle and Bicycle Illustrated. We'll print it, gladly. Your report will go all over the country in the succeeding issue of this magazine, and thus you will be performing a two-fold service: you will be helping to stimulate the interest of other riders, and at the same time you will be putting your town on the bicycle map.

It's getting to be some map, too!

If your city hasn't been mentioned of late in our cycling columns it probably is because all you boosters have been so busy in the saddle that you have forgotten to tell us about your local doings.

Don't let it happen again.

Keep a sharp eye open hereafter for bicycle developments of all kinds in your city and vicinity and give us the details. Anything in the way of bicycle news that interests you will be likely to interest other cyclists; that's the best way to decide whether an item is worth passing along. But be sure to put it in the mail while it is news. Don't let it become stale.

Make a resolution today to put your town on the cycling map.

We'll help you.

THE EDITOR.

"But isn't a recognized nameplate a good sales asset?"

"Depends on how you look at it," said Moore. "Some folks don't think of them, and if they do you can usually talk 'em out of the idea."

"But why should you try to talk them out of what they want? You can't do business that way, Sam. If a patron asks for a low-grade product you are perfectly right in talking him around to the point of purchasing a better one- for his own sake as well as your own- but I can't see why you should attempt to talk a person away from a bicycle of accepted reputation in order to sell him something else.

"There ain't much to any nameplate," expostulated Moore, "just a fancy piece of metal; it can't make the wheel one bit better."

John Sampson Bundy stared in amazement. Then he tapped the proprietor of Moore's Cyclery on the second button of his shirt with an emphatic forefinger and addressed him in this fashion:

Everything to a Nameplate

"Not much to a nameplate, eh," he exclaimed, "why, man, there's everything in the world to it. It stands for the sincerity and ingenuity and progressiveness of the company that makes it; for the years of work and thought and experimenting and developing that have gone into that bicycle that carries it; for the honest toil of loyal employees, for integrity, for fairness, for quality—for the reputation of every man who has a hand in manufacturing it. That's what it stands for. The nameplate bicycle bears the name of the maker as a guarantee of good faith. He is not afraid to identify himself with it. He's proud of it. His heart is in it. He knows it's good and he sends it out into the world with his signature to prove that he is willing to stand behind it."

"I've never looked at it in that way," admitted Moore.

"I infer as much," replied John Bundy, "but I hope you'll look at it that way in the future. When a man comes into my store and asks for a saw, I show him the best I have in stock, and that saw invariably bears a trademark including the maker's name. If my patron knows anything at all about saws he looks for that trademark instantly. It means something to him. He has used other saws of the same make and found them satisfactory; he has also heard other men speak favorably of that particular make of saw. He feels that he's safe in buying it. It may cost him a little more than a saw without a trademark, but he won't complain because he knows that he is getting his money's worth. Or, if he has never used that make of saw, he has seen it consistently advertised, and he knows that a well advertised product must have a progressive and dependable firm behind it. It many cases, the trademark sells the saw. All that I have to do is hand it out."

"And you honestly believe that a bicycle with a recognized nameplate is a better sales proposition for me than any other?" asked Moore.

"Yes," replied Bundy quickly, "and I'll show you exactly why it's so. I'll give you a first hand demonstration. Fifteen years ago I rode a certain make of bicycle and found it satisfactory. As I walked over here today I had that bicycle in mind. I knew that if I could get a bicycle of the same make for my boy I would be taking no chances. I had a mental picture of that old nameplate, and to me it represented quality. I look upon it as a friend, even now. I don't know whether that line of bicycles is still manufactured,—I've been too busy with other things to keep track of it—but if it is manufactured today I'd like to have one for my boy."

Bundy Gives Sound Advice

Moore looked a bit downcast. "I haven't a nameplate model in stock," he admitted.

"Then get 'em," advised Bundy. "You can't sell me anything else. I want a make of bicycle that I know something about, I want the maker to stand behind it, and to say so plainly right out there on the framehead. I won't buy anything in the dark. I don't sell things that way, and my buying policies and selling policies are cut from the same cloth. Get in some bicycles that I can identify and I'll buy one for the boy; what's more, I may get one for myself."

During this conversation Bundy junior had been making a thoroughgoing inspection of the models on display, with considerable impatience and some anxiety.

"Ain't they any good, pop?" he queried, a bity tremulously.

"I don't know, son," answered his father, "and that's just the trouble. Maybe they're all right; maybe not, but we can't take any chances. I don't want you to start out in life by dealing with unknown quantities. I want you to play safe."

Bundy senior turned to Moore. "Can't you put in a brand of bicycles with a recognized nameplate, Sam?"

"Had a chance to do it two weeeks ago," was the reply, "but I couldn't see that I needed them. Guess I'd better sign up though, and perhaps I can get the slightly higher prices if I make up my mind to do it."

"There's no 'perhaps' about it," asserted Bundy, "you can get the prices all right if you have the goods to offer that justify them. I can, so I ought to know."

"An' I gotta wait?" asked Artie, with the remote suggestion of a catch in his voice. "Aw, gee!"

"Maybe Sam can rent us a used machine until he comes to his senses and gets a wheel with a reputation for you. How about it, Sam?"

Sam could, and did.

As Bundy senior was about to leave he turned to Moore again. "I hate to keep the lad out of his own bicycle, even for a week or two," he remarked, sotto voice, "but I've got to teach you a lesson, Sam. You're too good a chap to lose out in this business, and I know you won't ever make a real success of it on the present basis. That's why I'm going to make you get a nameplate line of bicycles and deliver the goods."

Sam smiled. "Well," he said philosophically, "you've made your pile, John, so I don't think I'll go far wrong by accepting your advice. You ought to know what you're talking about."

Eleven Helped Him to Cycle

An hour later eleven young bicycle enthusiasts of the neighborhood, ranging all the way from six to sixteen years, were breaking Bundy junior into the joyful mysteries of his first wheel, Bundy senior was back at his desk in the hardware store with a pleased smile adorning the corners of his mouth and Sam Moore was writing a letter which began as follows:

"Gentlemen:—I have changed my mind about your line of bicycles. I always did want a good nameplate line, but I didn't have the necessary room in the past. I have made a change (Sam didn't say that the change was only in his policy), and I know I can sell your make. What are your terms on ten for a starter, and how soon can I get them?"

Sam underlined the tailend of the last sentence twice.

BOBBY WALTHOUR, AMERICAN CYCLIST, RECOVERING FROM BAD ACCIDENT

LATE issues of the *L'Auto*, the Parisian cycling journal, describe the terrible fall received by Bobby Walthour, the American paced rider, at the Parc des Princes track, Paris, Sunday, August 19. Walthour was one of a field of six paced riders that started in a handicap affair over the 50-kilometer (31.06 miles) route.

George Seres, France, started from scratch; Walthour had two laps; Henri Contenet, France, three laps; George Colombatto, Italy, four laps; Chassot, France, five laps, and Germain, France, five laps. The Parc des Princes track is an egg shape affair of 666 meters (about 727 yards). Walthour fell on the 40th lap when his front tire blew up in the little turn, the American at that time going about 50 miles an hour.

Walthour was thrown heavily and struck his head on the cement. He was immediately rushed to the riders' quarters and later to the Boucicaut Hospital, where it was discovered that the unfortunate rider had suffered a fracture at the base of the skull in addition to being bruised about the legs and arms. Later editions of the *L'Auto* state that Walthour was out of danger, and that they expected his discharge from the hospital in the course of a few weeks.

The race in which Bobby was injured was won by Colombatto by a half-lap over Seres. Germain finished third, Chassot fourth and Contenet fifth. The time was 39 minutes and 15 4-5 seconds.

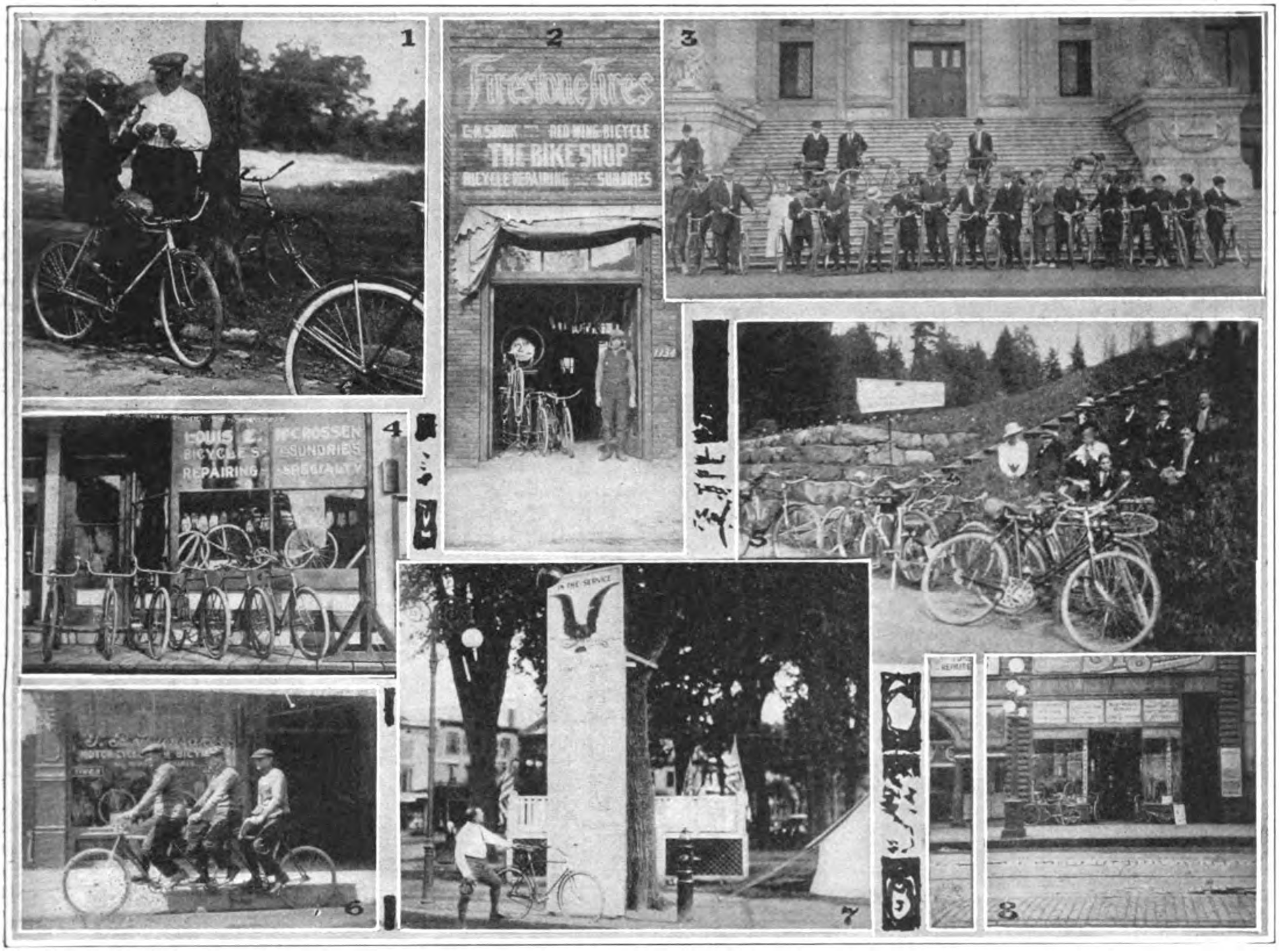
TWO FOR U. S. A. SERVICE

BROOKLYN, N. Y., Sept. 24.—Two more members of the Empire City Wheelmen have answered the call to the colors. They are Harry Aron and Thomas Sorrentino. They expect to go to camp.

SIX-DAY FIELD GROWS

BOSTON, Mass., Sept. 25.—Nat Butler and Alec McLean, who will manage the Boston six-day race in November, announced this week that the field of starters this year will be an international one. The complete list of starters will be announced shortly.

INTERESTING CYCLING VIEWS IN THE EAST AND WEST



1. Fred Larsen (left) and "Pop" Lamphier, two Devout New York Fans at a Bronx Race. 2. C. M. Shook's Bicycle Store at Grand Rapids, Mich. 3. Vancouver (B. C.) Bicycle Club in Front of Court House Before Starting on 36-Mile Ride. 4. Front of Store of Louis E. McCrossen, Rochester, N. Y. 5. Cyclists resting at the Reservoir at Vancouver, B. C. 6. S. P. Hunsaker, C. Fackler and H. Hunter on 20-year-old Triplet in California Parade. 7. Fred St. Onge, the Cycle Booster and Salesman, Thinks the Columbia Should be on the Honor Roll at the Westfield, Mass., Common. 8. Store of Haskins & Elliott, Vancouver, B. C.

BOOSTING THE BICYCLE IN BRITISH COLUMBIA

Dealers in Vancouver and Winnipeg Stage Races and Boost Sales

VANCOUVER, B. C., Sept. 20.—Bicycle dealers in this city and Winnipeg are bending every effort to boost the bicycle and the sport of cycling. Larrie Haskins, of Haskins and Elliott, local agents for bicycles of all makes and the Smith Motor Wheel, is a strong booster and enthusiast.

Racing events, club runs and other cycling features have been promoted this year by the local dealers, and each event promoted has been well patronized. Through the racing activities sales have been boosted and the local dealers as well as those in Winnipeg are well satisfied with their cycle-boosting efforts. The *Standard* in a recent issue had the following to say of a recent race meet:

"From a cycling point of view the best athletic meeting held in Vancouver during the past five years took place at Mahon Park, North Vancouver, at the Dominion Day celebration. The weather was ideal, and about 10,000 people witnessed the sports. The four-lap track is a good one; it is not banked and in consequence the times were not fast, but still were good. The band of the Irish Fusiliers occupied a place in the grand stand and kept the huge crowds in good humor all the time.

Program Was a Long One

"The athletic program was a long and varied one, principal interest being taken in the bicycle races in which Larrie Haskins had much to do. In the one-mile bicycle race open, the Vanderdassen brothers took first and second prizes, the older winning in the fast time of 2.37; the one-mile local race, open to North Vancouver, for prizes donated by Messrs. Haskins & Elliott, was won by Sam McClimmant, closely followed by Lawrence Stevens, time 2:23."

The bicycle dealers of Winnipeg have placed their city on the map of organized cycling. At a representative meeting held recently, the Winnipeg Bicycle Dealers' Association was organized. The question of prices for the coming summer was discussed and a committee revised the list of repair and part prices. This revision was subsequently approved. It was decided to hold a general meeting once each month and a smoker and banquet later.

12-YEAR-OLD SELLS BICYCLES

SALT LAKE CITY, Utah.—The youngest bicycle salesman in the Rocky Mountain region is said to be A. H. Meredith, Jr., the 12 year old son of A. H. Meredith, of the Meredith Motor & Bicycle Company, of Salt Lake City. He rides a Hudson to school, and has been able to bring in an appreciable amount of business to his father's store.

WANTS STEEL CYCLE TUBING

NEW YORK, Sept. 17.—Charles F. Lyngaas, importer and dealer in motor car parts and accessories, with headquarters at 46 West Broadway, announces that he is in the market for a quantity of steel bicycle and motorcycle tubing. He invites manufacturers to submit data.

DEATH CLAIMS TWO OLD CYCLE STARS

George Banker, First Pro. World's Champion, and "Dute" Cabanne, Die This Month

OLD-TIME cycling and racing enthusiasts will regret to hear that death has claimed two stars of the halcyon days of cycling back in the '90s. George August Banker, who was hailed as Pittsburgh's premier rider and winner of the world's professional cycling championship on two occasions, died in the Pittsburgh Hospital on September 7, and Lucian Duthil ("Dute") Cabanne, a Class B and professional star on this side of the water, died in St. Louis of hardening of the arteries on Sunday, September 16.

Banker Starred in Europe

Banker was better known from an international standpoint than was Cabanne, as banker's racing in the latter part of his career was confined to European countries. George was born at Wooster, O., 45 years ago, and made Pittsburgh his home at the age of 18. He started racing under the colors of the old Pittsburgh Athletic Club and instantly showed great racing ability.

In 1894 Banker journeyed to Europe and accounted for the first running of the Grand Prize of Paris, beating Delasorne, Baras and Louvet in the final. The same year in the Grand Prize of the U. V. F., another Paris classic, Banker finished second to Arthur A. Zimmerman, the famous American. In 1895 Banker ran third in the Grand Prize of Paris, Ludovic Morin winning and Paul Bourillon finishing second. In the U. V. F. race that year Banker won, with Morin in second place and Bourillon in third place.

The first professional sprint championship of the world was run at Cologne, Germany, in 1895, and Banker was eventually declared the winner, although he only finished second in the Cologne race. Protin, the Belgian, was allowed to start in the final of the race after Banker had protested him. Protin ran third in his heat with only two to qualify, and the governing body threw the race out and ordered a re-running the next month. Protin and the other qualifants at Cologne failed to show to battle Banker and he had a one-mile walkover in 2:40⅖.

Repeats in 1898 Title Race

In 1898 Banker again repeated in the world's cycling championship; this time the titular event was held in Vienna, Austria, and Verheyn, Germany, and Jacquelin, France, finished second and third, respectively. The same year he was reported to have died of typhoid fever at Nice, France, but the report proved erroneous, and that year Banker was credited with winning about 80 races in various parts of Europe. He retired from racing shortly after that, and with his brother, Arthur L., branched out in the automobile business in Pittsburgh. Four years ago he went to Los Angeles to embark in the automobile business, returning to Pittsburgh last April. He is survived by two brothers, Arthur L. and Alfred C., and one sister, Mrs. L. Firestone, of Wooster, O.

Cabanne Was Born Athlete

Cabanne was about the same age as Banker and started his athletic career as a swimmer at the age of 16 years. He won the western swimming championship at that age, and at the age of 18 he was known nationally as a champion sprinter, and later became captain of the Pastime A. C. football team of St. Louis. In 1894 he gave up all athletic sports with the exception of cycle racing and he specialized in that sport. He was a member of the old Lozier bicycle team before going on the A. G. Spalding team along with Fred Titus and Walter Sanger.

When Cabanne came east from St. Louis, back in 1894, after winning the Missouri championship, he came unheralded and unsung, but when he met the crowd of National Circuit chasers at Wauseon, O., he cleaned the card, a trick that had been unthought of. Cabanne and Titus became fast friends and they formed a record-breaking tandem pair. During 1895 Cabanne was recognized as one of the most aggressive cyclists riding on American tracks, and his courageous riding in battles with Eddie Bald, Arthur Gardiner, Earl Kiser and other notables of that time made daily epics for the cycle fans. He was a great rider and was well liked.

After retiring from cycling Cabanne branched out in the automobile business, like many of the other knights of the wheel, and Cabanne was the first one to sell an automobile in Missouri. Sales came so slow, however, for his steam auto that he was forced to sell out. Cabanne later started the L. D. Cabanne Agency Company, and he was its president. Cabanne is survived by his wife and two daughters, four sisters and four brothers.

COLUMBUS TRACK OPENING

COLUMBUS, O.—Jack Prince, who with a number of local sporting men are building a bicycle track at Goodale and Park streets, has returned from New York where he signed up a number of well-known bicycle racers for the formal opening of the new track, September 29 and 30. Mr. Prince announces that the Columbus company is affiliated with the National Cycle Circuit. The track is of modern construction and is the same size as the Madison Square track, which is 10 laps to the mile. The field of professional riders, who are scheduled to race here, have sent in word that they will arrive on Friday.

CROSS COUNTRY RACE PLANNED

VALLEJO, Cal.—The local Indian and Henderson agencies are planning a motorcycle race between this city and Lake Tahoe on the summit of the Sierra Nevada Mountains, a distance of 150 miles or more across valley and mountain, for a side bet of $150. Dewitt Sanderson, of the Indian agency, has made the run in about eight hours; and F. E. Gerick thinks that on his Henderson he can make the run in less time.

PROTESTS MADE IN NEW ENGLAND RACE

Second Man Disqualified for Failing to Give Correct Account of His Past Record

NEW YORK, N. Y., Sept. 24.—Several protests were filed with the officials of the New England Wheelmen's ten-mile race, Sunday, Sept. 9, and they were acted upon at a meeting of the race committee and officials last week. Proofs were furnished in each case and they were carefully gone over, and a new list prepared. This list supersedes all others and will be used in giving out the prizes.

Second Man Disqualified

One man, W. C. Thompson, who entered under the name of Clifton Thompson, and who finished second, was disqualified for failure to state his past performances correctly. By the new list Ted Urbach advances from 28th to seventh place. Bert Marquard, who was not placed at all in the first list, goes into eighth place. Joseph Caldwell advances from 17th place to ninth, and F. Patti from eighth place on the original sheet to 15th place. C. Zoccola was put back to 16th place from ninth, and a few other changes of minor importance were made.

By the disqualification of Thompson, a member of the Unione Sportiva Italiana, that club had a few more points added to its score, but the club wins the team score honors at that. The New England Wheelmen were second and the Century Road Club Association third, as they were on the original finishing table. No changes were made in the time prize winners.

The revised list of finishers, with the times and handicaps out, follow:

Pos.	Name	Club
1	Henry Oliver	New England Wheelmen.
2	A. Attardi	Unione Sportiva Italiana.
3	Chas. Miller	North Hudson Wheelmen
4	Richard Olsen	Unione Sportiva Italiana.
5	C. Fontana	Unione Sportiva Italiana.
6	William M. Taylor	Empire City Wheelmen.
7	Ted Urbach	New England Wheelmen
8	Bert Marquard	Century Road Club Assn.
9	Joseph Caldwell	Century Road Club Assn.
10	George Polacsy	New England Wheelmen.
11	Henry Klotz	Hudson County
12	Louis Mahieu	Hudson County Wheelmen
13	David Lands	Bay View Wheelmen.
14	V. Cestone	Century Road Club Assn.
15	F. Patti	Unione Sportiva Italiana.
16	C. Zoccola	Unione Sportiva Italiana.
17	William Sluyter	New England Wheelmen.
18	Jas. Alfonso	Unione Sportiva Italiana.
19	A. Potto	Unione Sportiva Italiana.
20	B. Pericone	Century Road Club Assn
21	A. Fazzio	Unione Sportiva Italiana.
22	Paul Nietzgold	Century Road Club Assn.
23	J. Mazzoil	Century Road Club Assn.
24	Frank Carrello	Unione Sportiva Italiana.
25	Louis Sattler	Century Road Club Assn.
26	Louis Orsini	Unione Sportiva Italiana.
27	George Pio	Unione Sportiva Italiana.
28	Thos. La Rossa	Unione Sportiva Italiana.
29	Louis Grace	Century Road Club Assn.
30	Emil Schindler	New England Wheelmen.
31	Carl Sprauer, Sr.	New England Wheelmen.
32	H. Hoglander	Triangle Athletic Club.
33	August Miller	North Hudson Wheelmen.
34	Max Halpern	Century Road Club Assn.
35	Gus Hurray	Century Road Club Assn.
36	Joe Palmier	Acme Wheelmen.
37	E. C. Bendi	Acme Wheelmen.
38	Frank Small	Acme Wheelmen.
39	George Brindle	Bay View Wheelmen.
40	J. Magett	Bay View Wheelmen.
41	John Fargo	Unione Sportiva Italiana.
42	John Ghirardi	Unione Sportiva Italiana.
43	James Tomasullo	Century Road Club Assn
44	C. J. H. Tonjes	New England Wheelmen.
45	K. Penn	New England Wheelmen.
46	Nelson Johnson	Unione Sportiva Italiana

Each man had some
make.
delivered during the
nager J. A. Ash, S. P.
and H. S. Wise. Their
1918 policy, the specifi-
cycles, the method em-
ry and the extending of

ere: F. M. Jones, Oak-
Steuer, Portland, Ore.;
nerly of San Francisco,
St. Joseph, Mo.; J. E.
s, Ind.: W. M. Sheets,
George Strodtbeck, Mid-
A. Van Doren, Atlantic
A. Gliesman, New York

DEALERS
RM ASSOCIATION

nd Amateur Races Are rogram for Bicycle on Dec. 15

Cal.—Bicycle dealers met
ly to organize a bicycle as-
an Diego county and to
an annual bicycle day, as is
parts of California. H. R.
ted president; Carl Schroe-
er-Hale Co., secretary, and
assistant secretary. Charles
Los Angeles, who has had
he bicycle celebrations held
part of the state, attended

nber 15 Is the Day

cember 15, is the day set by
for the San Diego bicycle
le amateur handicap bicycle
ussed for that day, but no
cided upon. The races will
morning, and there will be
The street parade will be
ernoon, and will have prizes
rider, the youngest rider, the
haplin impersonation and for

decorated wheels ridden by ladies, girls, boys and men. One of the features of the parade will be the "freak division," made up of antique bicycles, triplets, tandem high wheels and similar novelties.

TEN BICYCLE RACES AT RIVERSIDE FAIR

Program Covering Four Days Arranged for Southern California; Many Merchandise Prizes

RIVERSIDE, Cal., Sept. 18.—According to present plans, ten bicycle events will be held at the Riverside County Fair in the second week in October. These will be in charge of E. I. Hammond, who has announced the following program:

Wednesday, Oct. 10.—One-mile handicap, open to all riders in Southern California. Prizes in merchandise, first, $15; second, $10; third, $5; fourth, $2; fifth, $1. Two-mile lap race, open. Prizes, first $15; second, $10; third, $5.

Thursday, Oct. 11.—Half-mile handicap, open. Prizes, $15, $10, $5 and $2. Five-mile invitation team race, gold medal to each member of the winning team. Two-mile handicap, open. Prizes, $15, $10, $5, $2 and $1.

Friday, Oct. 12.—Half-mile, open. Prizes, $15, $10, $5 and $2. Five-mile handicap, open. Prizes, $15, $10, $5, $2 and $1.

Saturday, Oct. 13.—Half-mile Riverside County championship, open to Riverside County riders only, gold medal to winner. Australian pursuit race. Prizes, $15, $10, $5 and $2. Consolation race, open to all contestants not winning during the preceding races. Prizes, $10, $7.50 and $5.

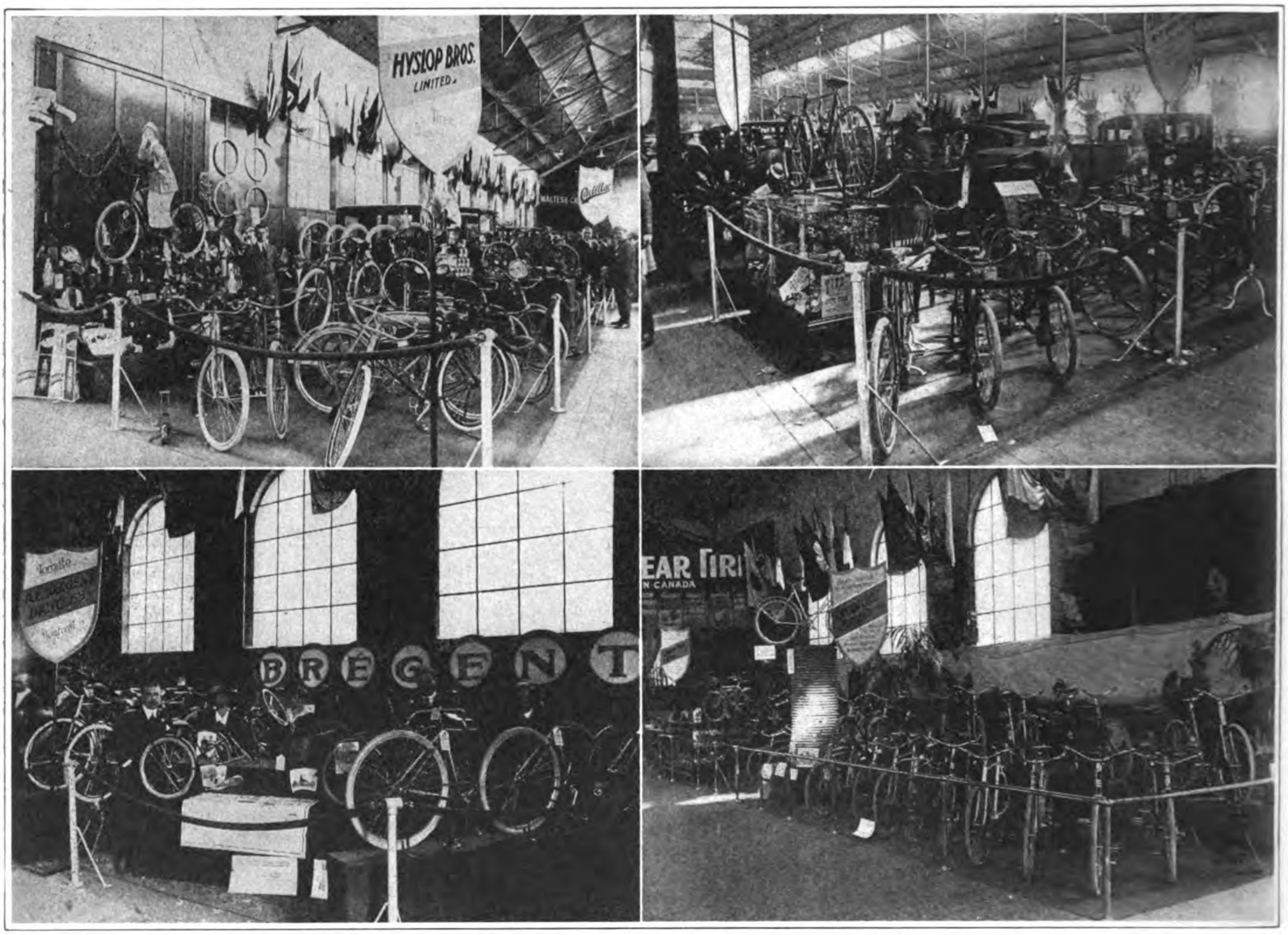
DUPUY WINS MATCH RACE

At Mans, France, on Sept. 3, Marcel Dupuy, the Frenchman, won a three-cornered match race against Godivier and Compain two countrymen in straight heats. Dupuy with Godivier as a team mate also won a team handicap race.

EN AT THE MIDDLETOWN, O., PLANT

ays with the Company's Sturdy Velocipedes; Right, an Impressive Line-Up
dy for Shipment from the Miami Plant

FOUR BICYCLE EXHIBITS MATERIALLY HELPED SUCCESS OF CANADIAN NATIONAL EXHIBITION



Four Interesting Bicycle Exhibits at the Canadian National Exhibition: Upper Left, Hyslop Bros., of Toronto; Upper Right, The Planet Bicycle Co.'s Stand; Lower Left, Where A. E. Bregent, of Montreal, Showed Smith Flyers and Bicycles; Lower Right, Stand of the Canada Cycle & Motor Co.

FOUR good bicycle exhibits helped to make up the display in the Transportation Building at the Canadian National Exhibition, Toronto. These were the exhibits of the Canada Cycle & Motor Company, Toronto, A. E. Bregent, of Montreal, the Planet Bicycle Company and Hyslop Bros., Ltd., Toronto, all well-known companies.

Three of the four exhibitors displayed racing models and A. E. Bregent, of Montreal and Toronto, had an attraction in the shape of a Smith Flyer. Bregent also showed, among other models, a Pope Chainless and a Columbia high wheel of the olden days. Accessories also were exhibited.

The Canada Cycle & Motor Company exhibited a number of attractive show wheels including several nickel, brass and copper plated models—also some in pure white and others in bright hues. The background consisted of a painted cycling scene.

CHILDREN BUY DAYTONS

Secretary of War Baker's Two Youngsters Invest Their Savings

WASHINGTON, D. C.—Master Baker and Miss Baker, children of Secretary of War Newton D. Baker, are seen daily on Washington streets riding two new Dayton bicycles. The young people became interested in the Dayton bicycle through the advertising campaign carried on by the Davis Sewing Machine Company and decided that they wanted Dayton bicycles. They purchased the bicycles from their personal savings. Master Baker is ten years old and Miss Baker is twelve.

OBJECT TO SATURDAY CLOSING

VICTORIA, B. C.—Bicycle dealers of Victoria, along with other tradesmen, are asking for a repeal of the civic by-law which requires the closing of all stores on Saturday afternoon. Local merchants claim that they are losing considerable business by this regulation. They want a half holiday each week—but they would like to have it on Wednesday or Thursday.

BICYCLE RACING IS "THE THING"

LAMBETH, Ontario.—Bicycle races are becoming the thing at fall fairs throughout Ontario. At the annual Lambeth Fair, held on September 26, two-wheel events were staged. The distances were five and ten miles and the chief prizes were provided by the Bicycle & Motor Sales Company of London.

LIST MANY RACING MODELS

TORONTO, Ont.—A sign of the times is that practically every bicycle manufacturer and jobber in Canada is now listing a racing model. The Canada Cycle & Motor Company, Limited, has just announced two new models for 1918, one of which is a track racer equipped with Kelly handlebars, light saddle and either Palmer or Pye-Musselman tires. The other new C. C. M. model is one of the latest motorbike type.

BOY SCOUTS ON BICYCLE RUN

WASHINGTON, D. C.—Members of the Boy Scout bicycle squadron of Washington returned to this city after a successful run to Gettysburg, Pa. The trip lasted five days. The boys visited Frederick, Md., Little Round Top, Big Round Top, Seminary Ridge, Culp's Hill and returned to Washington, Tuesday, September 11, a happy and contented lot.

MORE POINTS FOR GOULLET

Takes Ten Mile and Five Points for Table; Private Taylor Also Gains

NEWARK, N. J., Sept. 24.—By winning the ten-mile open at the Newark Velodrome yesterday afternoon Alfred Goullet, the blonde sprinter, added five more points to his score in the all-around championship and clinched his hold on the title and the coin that will go with said title. Reggie McNamara is still assured of second place, while third place is being held down by Frank Kramer, the former professional sprint title holder.

In the amateur division Fred Taylor has taken the lead away from Amateur Champion John L. Staehle. Taylor, who is a soldier down at Camp Dix, furloughed up and added three points to his score when he finished second in the two-mile open, he being two points in the lead of Champion Staehle, who is also a soldier at Camp Dix, at Wrightstown.

The standing in each class is given in the following tables:

PROFESSIONALS.

	1st	2nd	3rd	4th	Pts.
Goullet	19	8	7	5	—138
McNamara	7	11	8	7	— 91
Kramer	7	4	5	0	— 57
Spears	4	5	4	1	— 44
Magin	3	4	3	9	— 42
A. Spencer	5	2	2	2	— 37
Hanley	2	3	6	5	— 36
Grenda	2	3	5	3	— 32
W. Spencer	2	3	2	3	— 26
Eaton	4	2	0	0	— 26
Bello	3	2	1	0	— 23
M. Bedell	1	3	3	1	— 21
Madden	1	3	2	3	— 21
Hill	2	2	1	2	— 20
J. Bedell	0	3	2	2	— 15
Piercey	1	1	0	5	— 13
Verri	0	1	1	5	— 10
Smith	0	1	3	1	— 10

AMATEURS.

	1st	2nd	3rd	4th	Pts.
Staehle	13	3	4	1	— 83
Taylor	5	14	5	8	— 85
Lang	6	7	9	9	— 78
Osteritter	7	3	9	1	— 63
Byron	4	5	4	4	— 47
Dotterweich	1	6	4	5	— 36
Chapman	1	2	4	4	— 23
Nunziata	1	3	2	1	— 19
Horan	3	0	1	2	— 19
Beck	0	2	4	3	— 15
Ciaciuch	1	2	1	0	— 13
E. Thompson	2	0	1	0	— 12
Young	1	2	0	0	— 11
W. Thompson	2	0	0	0	— 10
Palmier	1	1	1	0	— 10

Points: Five for first; three for second; two for third and one for fourth in open and handicap races only.

TAX ON ADMISSIONS

Racing and Sporting Events Will Be Taxed Ten Per Cent. After Nov. 1

NEW YORK, N. Y., Sept. 25.—Cycle racing and sporting events of all descriptions will be called upon to pay part of the War Revenue Bill, which was passed by the Senate two weeks ago, and which is planned to raise $2,406,000,000 to carry on the war against Germany. The "admission" clause in the bill, which, of course, will include racing, theatres, etc., calls for the raising of $18,000,000 or more of the total amount.

The provisions of the bill call for a tax of one cent for each 10 cents paid in for admission. The term admission as used in this title includes seats, reserved and otherwise, and other similar accommodations. All persons, corporations, partnerships, or associations receiving any payments for such admissions shall collect the amount of tax imposed, the person paying the admission also paying the tax, shall make returns and payments of the amounts collected to the collector of internal revenue for the district in which the place of amusement is located. The act goes into effect on November 1, 1917.

CAVANAGH IS INVALIDED

Newark Cyclist Is at a Hospital in Bad Shape from Blood Poisoning

NEWARK, N. J., Sept. 24.—Frank Cavanagh, the Irish cyclist, lies in a precarious condition at the City Hospital. Cavanagh, who raced at Detroit a few weeks back, fell on the track and his leg was filled with splinters. After returning from Detroit Cavanagh was confined to his bed under the care of a physician for three weeks.

Dissatisfied with his condition Cavanagh requested that he be sent to a hospital and he was taken to the City Hospital, where the doctors declared he had blood poisoning. He suffered greatly until he was relieved by an operation and yesterday he was resting comfortably, but not entirely out of danger. The doctors are hoping to have him on his feet shortly if no complications set in.

"GOOD BYE, BOYS"—TIM

REVERE, Mass., Sept. 24.—Tim Sullivan, the popular racing cyclist from New Haven, lost no time after the racing season closed at the Revere Beach track in attaching his signature to another contract. This time the contract was not for racing, but was an agreement whereby two souls will have but a single thought. Miss Nellie O'Shaughnessy, of this city, is the happy bride, and they have gone to the City of Elms and the home of Yale college boys on a honeymoon trip.

RACING CYCLISTS WILL AID

NEWARK, N. J., Sept. 24.—Champion and near-champion bicycle riders will aid in making the carnival and dance for the benefit of the Newark Surgical Dressing Committee, Saturday afternoon and evening, Sept. 29. The affair will be held across the street from the Velodrome and Bob Spears, Reggie McNamara, Arthur and William Spencer and other cycle stars will participate in home trainer races.

BENWELL A DOUBLE WINNER

NEWARK, N. J., Sept. 24.—The Bay View Wheelmen held a series of three races here yesterday. In the Brassard Arthur Staehle, a brother of the champion, beat Alfred Andres. The half-mile championship resulted in a win for Robert Benwell, who beat George Brindle, Walter Grenda and David Lands in that order Benwell also won the one-mile handicap from scratch. Bob Henderson, 70 yards, finished second, and George Capron, 30 yards, third.

ANOTHER MEET FOR REVERE

REVERE BEACH, Mass., Sept. 24.—Manager Nat Butler, of the Revere Beach track, is trying to arrange a race meet for the benefit of the Red Cross, Friday, Oct. 12. The stellar event on that day, if the meet can be arranged, will be a paced race between Champion George Wiley and Vincent Madonna, the Italian.

On the Bell Lap

BY THE VET

Our old friend, the six-day race, will soon be with us.

Brassards and club championships are all the rage with the clubs nowadays.

The *Irish Cyclists* says: "That the vast majority of munition workers are cyclists."

When Dan Cupid gets on the wire, managers of bicycle riders and bicycle tracks can only say, "Good-night!"

Another racing cyclist has gone wrong. Tim Sullivan, of New Haven, went and done it and got married. Congratulations, Tim.

Call me early on Sunday, landlord, the Empire City Wheelmen are running a 100-kilometer race on that day. The race is to start at 6 a. m.

Harry Aron and Thomas Sorrentino, of the Empire City Wheelmen, of Brooklyn, are awaiting their call to join the great National Army.

As a result of the meeting of the race committee of the New England Wheelmen, the results of the race run by that club on September 9 are shot to pieces.

When Tim Sullivan, the New Havenite, took unto himself a wife he deserted a corps of racing bachelors. "Call for Mr. Frank Kramer and Mr. Alfred Goullet."

Champion Arthur Spencer, according to Bert Dodge, sporting editor on the Newark *Star-Eagle*, is stealing Frank Kramer's stuff. Arthur has taken to golf. What next?

Pat McCarn, he got a job
Dishing out gasoline;
He stopped one day to light his pipe,
And since then he ain't benzine.
—*Pierce Bicycle News.*

Reggie McNamara, the "Iron Man," is about to branch out in a new line. Reggie, along with his friend, William Collins, manager of the Munroe Clothes Shop in Newark, will sell clothes and endeavor to aid the natives in saving ten.

The Bay View Wheelmen, of Newark, N. J., in addition to Amateur Champion John L. Staehle, gave Eugene O'Mara, John Miller, John Beck, Anthony Merkle and Joe Franks to the National Army and they are all at Camp Dix, "somewhere in New Jersey."

Otis Foster, the Birmingham, Ala., amateur, who has been racing at the Newark Velodrome, expects to leave for his home this week. Foster, while not the fastest in the world, is an agreeable fellow, and he has made many friends in the Jersey metropolis.

CHAMPION SPENCER WINS MATCH RACE

Toronto Rider Beats Bob Spears and Alfred Goullet in Test at Newark Velodrome

NEWARK, N. J., Sept. 24. By outsprinting his rivals, Bob Spears, the Australian, and Alfred Goullet, the Newarker, in two of the three heats run, Champion Arthur Spencer, won the three-cornered match race at the Velodrome yesterday afternoon. Spencer won the first and third heats, while Bob Spears came with an inside rush in the second and copped the heat.

In the first session the trio of speed stars alternated in setting the pace. Goullet led at two laps to go with Spencer in second and Spears in third place. Just before the bell sounded for the last lap Spencer jumped to the front with Goullet vainly struggling to retain second position. Spears, beat him to the place, but the tall Australian could not beat Spencer, who won by a wheel from Spears with Goullet lengths back.

Spencer Goes a Long Ways

Spencer attempted to take his two opponents a long way in the second heat, but was nipped by Spears in a startling last effort. At the bell Spencer led with Goullet second and Spears about ten yards back. Goullet attacked Spencer at the start of the back stretch. Spencer put everything he had in his efforts to hold off Goullet and in rounding the last turn and into the home stretch Spencer rode Goullet high. Spears coming strong saw the opening on the pole and took a dive for home. Spencer looked like a winner ten yards from the tape, but Spears got him by a foot or so at the finish. Goullet finished third high on the track, forced there by Spencer.

The third and final heat saw Spencer win handily and a disappointing ride by Spears. The trio almost stood still at two laps to go. Spencer again led at the bell with Goullet glued to his wheel. Spears was almost five lengths back. Goullet glanced back and saw Spears was in trouble and he was contented to wait until the last turn before making his bid. He tried hard to beat Spencer, but the champion held him off to the finish. Spears ran third lengths back. Spencer won the race with two heats and a second, while Spears finished second with a first, a second and a third.

Goullet Gets Some Consolation

There was some consolation for Goullet later in the afternoon. A ten-mile open, which was paced by five pacemakers, was the closing tid-bit of the meet. Goullet was in front more than a lap at the finish and although he tried hard, Reggie McNamara, the Australian, could not get by him. Menus Bedell had a nice sleighing trip into third place and Frank Corry landed fourth money. After the race, Frank L. Kramer, who had his heart set on winning and who was unplaced, remarked that "they were teaming something awful." That they were teaming there was not a doubt and it seemed to the average fan and layman that there were so many combinations and interlocking agreements that even the bicycle riders themselves were at a loss to look for their men.

Fred Hill, of Boston, won the handicap for the professionals at two-thirds-mile. Fred rode from the 60-yard mark and he managed to beat out Ray Eaton, who started from 45 yards. Jake Magin, the three-a-day kid, won third place from 25 yards. Al Grenda, the big Australian, [illegible] over the field in the two-mile invitation for the cash-chasing division. Willie Hanley, the 'Frisco battler, finished second and Menus Bedell slid in for third.

Soldier Taylor in the Money

Fred Taylor, the local amateur who joined the National Army at Camp Dix at Wrightstown, last week along with Amateur Champion John L. Staehle, was granted a furlough of 48 hours, competed in the races and landed second in the two-mile open, which Charley Osterritter, the promising localite, won. Gus Lang, of the Bay View Wheelmen, won the amateur mile handicap, while a special invitation for the simon pures went to William Weimer. Al Krushel, the Buffalonian, rode in improved style yesterday, Krushel getting a second and a third. Summaries:

One-mile handicap, amateur—Won by Gus Lang, Newark, scratch; second, Charles Osterritter, Newark, 20 yards; third, Al Krushel, Buffalo, 85 yards; fourth, G. Chapman, Newark, 50 yards. Time, [illegible]

One-mile invitation, amateur—Won by William Weimer, Newark: second, Al Krushel, Buffalo; third, Mort Goullet, Australia; fourth, Anthony Attardi, New York City. Time, 2:13⅗.

Two-mile open, amateur—Won by Charles Osterritter, Newark; second, Fred Taylor, Newark; third, William Beck, Newark; fourth, Gus Lang, Newark. Time, 4:37.

One-mile match race, professional—First heat won by Arthur Spencer, Toronto; second, Bob Spears, Australia; third, Alfred Goullet, Newark. Time, 3:04⅘. Last eighth-mile, 12⅕ seconds. Second heat won by Spears; second, Spencer; third, Goullet. Time, 3:25. Last eighth-mile, 12⅕ seconds. Third heat won by Spencer; second, Goullet; third, Spears. Time, 3:36. Last eighth-mile, 12⅗ seconds. Race won by Spencer; second, Spears; third, Goullet.

Two-third-mile handicap, professional—Won by Fred Hill, Boston, 60 yards; second, Ray Eaton, Newark, 45 yards; third, Jake Magin, Newark, 25 yards; fourth, Charles Piercey, Australia, 40 yards. Time, 1:11⅘.

Two-mile invitation, professional—Won by Alfred Grenda, Australia; second, Willie Hanley, San Francisco; third, Menus Bedell, Newark; fourth, Fred Hill, Boston. Time, 3:50.

Ten-mile open, professional—Won by Alfred Goullet, Newark; second, Reggie McNamara, Australia; third, Menus Bedell, Newark; fourth, Frank Corry, Australia. Time, 21:08.

SPEEDY RACING CYCLISTS IN VARIOUS POSES

1. Otis Foster, a Promising Rider from Birmingham, Ala. 2. Rounding Last Turn in the Kramer-Spencer-Spears Match at the Newark Velodrome, Sunday, Sept. 16. Kramer on Outside Is Just Passing Spencer, who Appears to be "Hooking Well." 3. Joe Baltrotsky, Who Won 20-Mile Race at Baltimore. 4. Benny Clark, a Newark Amateur, Shown in His Soldier's Outfit. 5. The C. R. C. A. Crowd at Delaware Water Gap, N. J. 6. Max Halpern, New Champion of the C. R. C. A. of New York.

WILL SELL BICYCLES

Harley-Davidson Agents in Missouri Add to Their Line

KANSAS CITY, Mo.—According to F. H. Simmon, former traveling representative of the Harley-Davidson and now one of the new proprietors of the Western Motorcycle Company, Harley-Davidson agents at Kansas City, announces that the Western Motorcycle Company has again annexed a bicycle business and will carry a complete line of the Harley-Davidson bicycles. Before the agency ownership was changed, the Western Motorcycle Company dropped the bicycle business because of lack of space.

YOUNGSTER RIDES A PIERCE

BIRMINGHAM, Ala. — Probably Arthur Mitchel, Jr., 5 years old, of this city, is the youngest Pierce rider in the world. When asked what kind of wheel he rides, he says, "Why it is a Pierce of course." His dad, Arthur Mitchel, Sr., is the crack Pierce salesman of the South, working for the Henry Keidel Co., out of Baltimore.

PEN POINTERS FOR PEDAL PUSHERS

By W. T. FARWELL, Jr.

The fittest survive. Ride a bicycle and keep fit.

Holland is said to have one bicycle for every seven inhabitants.

Our ratio figures out at about one bicycle to every 50 inhabitants; so there is plenty of room for the expansion of our cycle trade.

Up in Plainville, Conn., there is a highway called Bicycle street. Plainville plainly was some bicycle town when that street was named.

Teachers of bicycle riding in London are doing a land-office business, many of the pupils being children of the peerage. Teaching the young idea how to scoot, as *it were.*

A 10-mile spin on the good old push bike will pump more fresh air into your lungs than a 50-mile ride behind the windshield of a gas buggy.

Japanese tires have invaded the British market. They are a close imitation of the English double tube type tire and sell at a *lower* price. We have some imitation tires right here, but they were not made in Japan.

Back in the boom days of the 90's we ad numerous riding schools. Every large *gency* maintained an instruction departnent with a large indoor space and a orps of instructors. The smaller dealers tilized the side streets. The service was ee to all bicycle purchasers.

This idea might be revived. In many calities the ladies are taking to bicycle ling. There are many grown-ups who do t know how to ride. By advertising that e *riding* instruction will be given to all ycle purchasers, the dealer would round a number of prospects he otherwise uld fail to reach.

his reminds me of the time, back in the m days, when the threatened invasion of nese bicycles threw a scare into the rican cycle trade. It was reported great quantities of machines were to *rned* out by the cheap labor of Japan sold in this country for $13 or less. ever, none of these tin wheels ever d up.

'*t let* up on your selling efforts just se summer is over, Mr. Dealer. The *est* cycling days of the year are still ne; the brown October days, gray ber and even bleak December prodeal weather for riding. Tell your ts about it. Dress up your window right colored leaves, a bicycle or imitation campfire or anything that ggest the pleasures of autumn biips.

ce what you preach! One of the papers says: "It's no use telling ople that the bicycle is the most al and healthiest form of locomotion extant unless you practice what you preach. Get out as much as possible on the bicycle and let the public see you are convinced of the truth of that doctrine." This is good dope. Don't "let George do it" all.

A successful Irish dealer says: "All through my business career I have made a point of cultivating the friendship and good will of the traveling salesman. It has proven a good-paying policy as they never have deserted me. They have proved my sheet anchor in the days of short deliveries. I would have been in a tight place many a time had it not been for the help and co-operation of the trade representatives. My success this year is an object lesson in the benefits one may derive through extending the utmost courtesy to traveling men. Hundreds of good turns have been done me by these men."

It is a pretty safe bet to follow the Irish dealer's example in the treatment of the salesmen. It is to his own best interests to look out for the dealer's interests. It is the only way he can build up future business, both for his house and for the dealer. If he is the right sort—and he won't last if he isn't—he will not oversell the dealer or load him up with boomerang stuff. He picks up a lot of valuable selling hints on his travels and he is glad to pass these along if he receives sufficient encouragement.

Do you know that the Right Honorable A. J. Balfour, the great English statesman who recently visited this country is an enthusiastic bicycle fan? And what is more he is the president of the National Cyclists' Union, which is still a strong organization, similar in scope to our old L. A. W. What a boost cycling would receive if a man like Teddy Roosevelt would head a revived and rejuvenated League of American Wheelmen!

"They have eyes, yet they see not!" In spite of the increasing number of bicycles in use everywhere, it has escaped the notice of a great many intelligent people. Some of my friends, to whom I have pointed out this obvious fact, backed up by figures, come back with the usual "Well, where are they?" The answer to this would seem to be publicity and still more publicity.

SUTER BEATS OSCAR EGG

Paul Suter, the Swiss, defeated his countryman, Oscar Egg, and the Italian champion, Bordoni, in a 25-kilometer (15.5 miles) motor-paced race at the Velodrome Sempione, Milan, Italy, August 20. The time was 20:54⅘. At the same meeting Charles Oliveri defeated Sivocci, Cardelin and Amedeo Polledri, a former Italian champion, in a sprint match.

MUSSELMAN ON COAST

CHICAGO, Ill., Sept. 24.—A. J. Musselman, of the Cycle Mfg. & Supply Co., is now on a trip to the Pacific Coast in the interests of the Pye-Musselman tire and other lines.

KENNEDY WINNER IN "CORK" EVENT

Empire City Wheelmen Will Start Series of Handicap Cup Races on Sept. 30

BROOKLYN, N. Y., Sept. 23.—Thomas Kennedy, a member of the Empire City Wheelmen, of this city, won one of the fastest "cork" races run this season by the club, Sunday last. Peter Becht jumped away on two occasions, but was caught each time after a hard chase. In one "jam" Henry Kix rubbed tires, fell and brought down half the field. Second honors went to William Henky, while Peter Becht, A. E. Rhodes and William Taylor trailed home in that order. Fred Laux lost in the Brassard race to Harry Garbade by inches only.

To Run Handicap Series

A series of handicap cup races will start on Sunday, Sept. 30, this being the twelfth annual series of this kind to be run by the E. C. W., the series being run without interruption since the club was organized in 1906. The 25-mile race will be run on the opening Sunday. On Oct. 7, the one and the ten-mile events will be contested, while on Oct. 21, the half and the five-mile events are scheduled. The last of the series of races will be held on Oct. 28, with the quarter-mile and the two-mile events.

In these races the winner receives six points; second, five; third, four; fourth, three; fifth, two, and sixth, one. The rider scoring the most number of points will be awarded the first silver cup; the second highest, the second cup, and so on until the six cups that are offered will have been disposed of.

The battles for points in other years have been very keen. In 1915 and last season the winners and second and third men were very close in the matter of points at the finish of the series. Last year, J. O'Shea won with 17 points out of a possible 42, while a tie resulted for second honors. In 1915 the finish was even closer. Tom Bello, now a pro., and George Laux were tied with 16 points each.

All Points Will Count

In addition to the cup races the net total of points scored in other races will count for the competition for the three cups offered by the Gaffney C. C. The scoring for the above cups to date is as follows: Thomas Kennedy, 15; William Napier, 13; Frank Seymour, 10; Val Stein, 6; Walter Stein, Ray Kreuscher, Pat Kane and Nat Gutoff, 5 each; Harry Garbade, 4; Arthur Rhodes, William Henky and George Laux, 3; Peter Pesch and R. A. Rom, 2; and John Becht, 1.

On Oct. 14 the club will hold its annual pleasure trip to Newburgh, N. Y., and return. They will leave on Saturday, Oct. 13, by the night boat, enjoying a quiet sail to Newburgh. Up bright and early the next morning, they will pedal and walk back over the up-state roads. They expect to land home about 7 p. m. This pleasure ride is an annual fixture of the Empire's, and is one of the most difficult trips ever attempted by a cycling organization; and though after each ride the Empirists say, "Never again," the following Sunday they are all looking forward to this wonderful ride through this, the prettiest part of the state with a greater zest than ever before.

HOBART BROTHERS MAKE ATTRACTIVE DEALERS' STOCK BIN

TROY, O.—An attractive stock and accessory bin for dealers is being put out by Hobart Brothers Company. This bin has the advantage on those that are built in in that it is better made and costs materially less. The front and ends of the bin are of oak with a light grained finish; the back is of sheet steel. It contains 120 compartments, each measuring 6 by 8 by 10 inches, so they will hold practically any of the smaller parts and accessories. A metal card holder in front of each compartment allows for the labeling of that section and this index will save much time.

FOREIGN RACE NEWS

Thorwald Ellegaard, the famous Dane, won a three-cornered match race at Tours, France, Sunday, August 19. Ellegaard met Martin and Trouve, two Frenchmen, and won two of the three heats. Ellegaard with Carapezzi, the Italian, later in the day accounted for a team race run along American lines.

Henry Pelissier, the French road rider, won a human-paced match race at the Parc des Princes track, Paris, Sunday, Sept. 2. Pelissier was opposed by Maurice Thys, the Belgian, and Louis Darragon, France.

AICKELIN IS CHAMPION

New England Wheelmen's Star Scores 43 Out of 50 Points in Club Series

NEW YORK, N. Y., Sept. 23.—Eugene Aickelin won the championship of the New England Wheelmen in a series of races run over the Pelham Parkway last Sunday. Aickelin scored 43 points out of a possible 50 in five races. W. Sluyter, 32; George Polacsy, 29, and Ted Urbach, 21, is the way the others scored.

These four men will represent the club in the series of races to be staged next month by the Inter-Club Amateur Cycle Road-Racing League. The summaries:

Half-mile—Won by Eugene Aickelin; second, W. Sluyter; third, Ted Urbach; fourth, George Polacsy.

One-mile—Won by Aickelin; second, Polacsy; third, Sluyter; fourth, Urbach.

Three-mile—Won by Aickelin; second, Polacsy; third, Urbach; fourth, Sluyter.

Quarter-mile—Won by Sluyter; second, Polacsy; third, Urbach; fourth, Aickelin.

Five-mile—Won by Aickelin; second, Sluyter; third, Polacsy; fourth, Urbach.

A monthly trial for the Pelham trophy was held the same day at a distance of one mile unpaced in which the best time was made by Urbach, who did 2:35⅗; second, Bakker, 2:48.

FRED BROWN ON THE COAST

BUFFALO, N. Y., Sept. 24.—Fred Brown, sales manager and vice-president of the Pierce Cycle Co., is now on the Pacific Coast on his annual business-getting trip. Fred made a short stop at Denver to visit old friends.

ADA WILLIAMS IN BUSINESS

STOCKTON, Cal.—Ada Williams has filed a certificate of trade name showing that she is doing business under the name of "The Guaranteed Bicycle Store."

CANADIAN BICYCLE TRADE BOOSTERS FROM ALL OVER DOMINION GATHER IN HAMILTON

SOMETHING unusual in the way of a group of bicycle trade boosters is seen in this picture. Members of the trade in all parts of Canada are included in this line, and it is to be seen that all ride bicycles. They found themselves together in Hamilton, Ontario, and decided to have a picture taken to commemorate the occasion. From left to right, these men are: Jack Scott, a dealer of Hamilton, Ontario, formerly in the bicycle business in New Zealand; N. S. Ferries, president of the Hamilton Bicycle Dealers' Association; S. Fredlender, another Hamilton hustler and live wire; Frank Long of Toronto; Fred St. Onge of Montreal; J. G. Pape of Vancouver, B. C., and Bicycle Bill Gladish of Toronto.

DENATURED HIGHWAYS ABOUND ALONG OLD TRAILS ROUTE THROUGH INDIANA

FARMINGTON, Mo.—George H. Miller, of Temple University, Philadelphia, Pa., is not enthusiastic about the Old Trails Route from Pittsburgh to St. Louis. He passed over that route on his Powerplus Indian this summer and he advises motorcyclists to avoid repeating his experience.

In going the 20 miles from Philadelphia to Paoli, he met a hard and rough road, filled with chuck holes, but this was offset by the next 99 miles to Gettysburg. That stretch, although interrupted with toll gates, being exceptionally hard and smooth. The next 175 miles into Pittsburgh were fine.

Although it is only 28 miles from Pittsburgh to Washington, Pa., the road is poor and hard to find. It wanders here and there—mostly there—and markers are conspicuous by being somewhere else. But after Washington is located, the road through Wheeling, W. Va., to Fairview, O., is excellent, except for a short stretch through Morristown.

The district between Fairview and Zanesville is devoted to farming. The agriculturists are busy everywhere, especially on the highway where their plows had torn up the roadbed and made it everything a decently disposed road should strive to avoid. Then came a stretch of 125 miles, passing through Newark and Columbus to Dayton, which was most enjoyable.

Good macadam and asphalt marks the 40 miles between Dayton and Richmond, Ind., the only trouble being that all the detours had other detours attached to them, so the riding distance is almost doubled. The signs directing attention to these detoured detours are somewhat confusing.

For the next 63 miles into Indianapolis, the roads were good, and the 54 miles to Brazil, Ind., were covered on what had once been a macadam road. It has been denatured for some time.

After leaving Brazil, Miller found his previous troubles rapidly dwarfing. Mud and loose stones made the 16 mile run into Terre Haute almost a nightmare. This soon became a team, for the road ended at Brazil and what continued—the natives even denied that it was a road—for the 175 miles into St. Louis is less than a trail. The map and the signs say it is a road, but it is necessary to be very superstitious to believe even the most favorable

TO BATON ROUGE

I WOULD like to have information as to a route between Caruthersville and Baton Rouge, La., with distances and road condition. T. S. BRUCH.

Caruthersville, Mo.

Go across to Pigott, Ark. We cannot give you anything but an outline, since this section of the country has not been detailed by the map men as yet. Route: Pigott, Rector, Marmaduke, Paragould, Jonesboro, Harrisburg, Wynne, Forest City, Brinkley, Devil Bluff, Hazen, Lonoke, Galloway, Little Rock, Pine Bluff, Rison, Fordyce, Hampton, El Dorado, Hillsboro, Truxno (La.), Farmerville.

From the latter place go to Ruston, Quitman, Hodge, Winnfield, Atlanta, Verda, Colfax. Go on main route to Alexandria, Lamourie, Lecompte, Bennettville, Bunkie, Evergreen, Long Bridge, Hamburg, Torras, New Roads and Baton Rouge. Total distance, approximately, 570 miles. Roads generally poor to bad.

GEARED TOO HIGH

PLEASE tell me where I can get a second-hand Indian two-speed gear. I have a 1914 twin, single geared, but when using the sidecar as it is it will not climb very well. There is a 31-tooth sprocket on the rear. Also, can the Eclipse two-speed hub be depended upon?

Bristow, Va. J. P. HYDE.

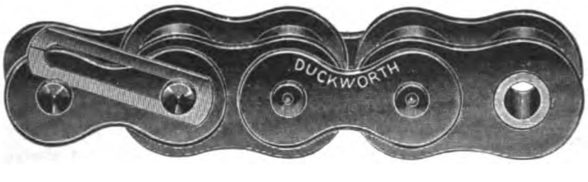
For the second-hand two-speed gear apply to E. L. Downey, agent at Fredericksburg, or to the Howard A. French Co., Washington, D. C. The gear is too high for sidecar work, fit a 39-tooth sprocket. The Eclipse hub has given satisfaction on 7 h. p. machines.

ECLIPSE HUB WILL FIT

PLEASE tell me where I can get a two-speed hub to fit a 1915 Sears twin machine. If I cannot get it near this city, please give me the name of the maker.

Plymouth, Ill. "COUNTRY RIDER."

The Eclipse two-speed hub can be fitted to your machine. It is made by the Eclipse Machine Company, Elmira, N. Y.



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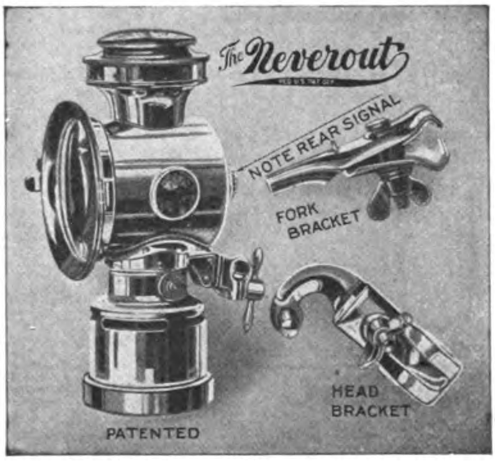

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FULL BRASS THROUGHOUT
RIVETED AND CLINCHED—CANNOT RUST
FOR SALE BY LEADING DEALERS
Write today for complete description
ROSE MANUFACTURING COMPANY
933 ARCH ST. PHILADELPHIA, U. S. A.

VALUABLE POINTERS GIVEN ON HOW TO KEEP YOUR SIDECAR IN ALIGNMENT

SPRINGFIELD, Mass., Sept. 25.—Article No. 22, in the series of bulletins being put out by the Hendee Mfg. Co. for the benefit of dealers, carries the following valuable pointers concerning the importance of keeping the sidecar properly lined up:

"In order to have a sidecar outfit give the best satisfaction to both dealer and rider the car and frame must be properly lined up and securely attached. Proper lining up means that the sidecar wheel must be vertical and parallel to the wheels of the motorcycle when standing on a level surface, and that the frame of the sidecar must be level. When a sidecar is so lined up, it will steer easily on every kind of road and there will be the minimum of wear on tires and the least strain on frame and connections.

"If the sidecar leans toward the motorcycle, the side wheel tire will wear on the left side instead of on the center of the tread, while the motorcycle tires will both wear on the right hand side. In addition, there will be an abnormal strain on the front wheel bearings and on the connections. The steering will be harder on one side than on the other, also.

"If the sidecar leans away from the motorcycle, the wear on the tires will come on the outside instead of at the center of the tread. A sidecar so attached will be far from pleasant to drive on a high-crowned road and will be a cause of dissatisfaction to the user. There will be an extra strain on the bearings and connections, in addition.

"When the sidecar 'toes in'—that is, when the front of the side wheel is nearer the motorcycle than the rear of the wheel, there will be a tendency to drag and the proper speed cannot be got from the outfit. Abnormal tire wear and a tendency to side-slip will result from this misalignment. With a car that 'toes out,' the wheel bearings are subjected to an enormous strain and may become damaged.

"A sagging sidecar frame puts an extra strain on the connections. All misalignments of the sidecar may result in putting the motorcycle frame out of line if the outfit is roughly handled. They lead to repair bills and dissatisfaction.

"While there are several methods of attaching and aligning the sidecar, the following will be found very satisfactory:

"After having put the pins in the sidecar lugs and the nuts and lock-washers on the left ends, attach the short connection to the sidecar frame by means of the double clamp. Set up the screw hand-tight for the moment. Put the clamp on the rear tube of the sidecar frame and attach the end of the long connection. Set the screws hand-tight only. Have the machine and sidecar on a level surface and then attach the connections to the pins in the lugs, and put on lock-washers and nuts, setting them tight with the wrench.

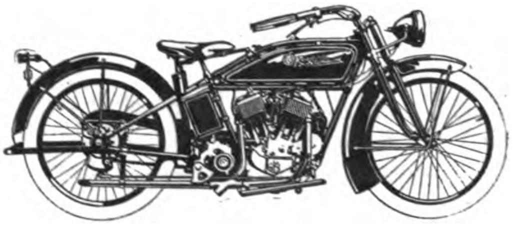
"Verify the upright position of the machine by means of a plumb-line or straight board with another fixed at right angles to it. A heavy nut or bolt on the end of a string three feet long will do for a plumb-line. Move the clamp on the rear tube until the sidecar wheel is also upright, as shown by the plumb-line or board. Screw up on the clamp temporarily.

"Look along the line of the sidecar wheel and see that it is parallel to the rear wheel of the machine. If the front of the sidecar wheel 'toes in' move the double clamp along the tubes of the frame. When the wheels are upright and parallel, screw up tight on all connections.

"Two parallel lines laid off on the floor or other level space at just the distance apart of the centers of the sidecar wheel and rear motorcycle wheel will enable anyone to see if the wheels are parallel. The marks should be at least three feet long."

TO EXHIBIT SMITH MOTOR WHEELS

DALLAS, Texas.—George H. Hoehn, local dealer, and Guy G. Eidman, southwestern representative of the Smith Motor Wheels and Flyers, have taken a booth for the display of Smith Motor Wheels and Flyers at the Texas State Fair and Dallas Exposition which will be held here from October 13 to 28. Mr. Benson, general manager, motor wheel division, of the A. O. Smith Corporation of Milwaukee, is expected to attend. Last year the attendance at the exposition was considerably over the million mark, and arrangements are being made to handle a much larger crowd next month.



The Reading Standard Motorcycle

You can, with perfect safety, place your confidence in the name "Reading Standard" when it is a matter of judging Motorcycle value. We have spent twenty years building up a reputation for the Reading Standard and now we are certain it will survive any test it is put to, *even though the same test would shatter the claims of any other motorcycle made.*

READING STANDARD
is Built and Tested in the Mountains

Dealers who have the agency for the Reading Standard are making unusual profits this season.

Dealers who are not handling the Reading Standard should write us at once for our proposition.

Reading Standard Company
501 WATER ST. READING, PA.

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THE HEART OF THE MOTORCYCLE

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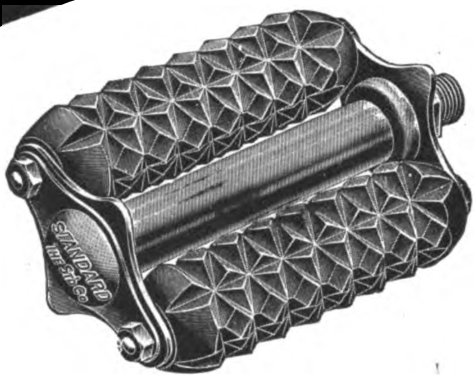
have been the selection of discerning cycle riders ever since their introduction. Dealers have found in them substantial assistance, as cycles equipped with them sell better than those without.



STANDARD No. 3 MOTOR CYCLE PEDAL

)ealers; write for literature and learn of the lluring proposition we have to offer you.

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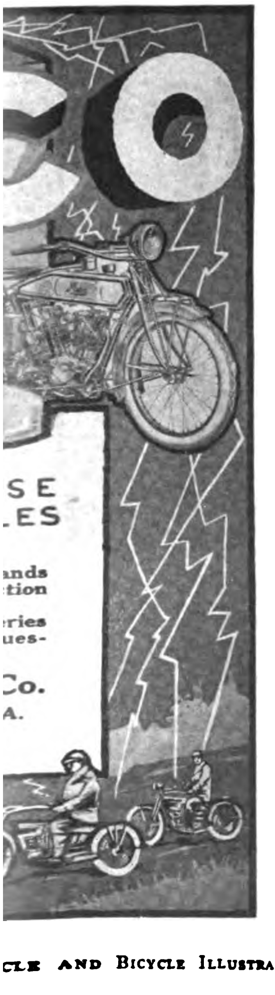


Next Week's Issue of Motorcycle and Bicycle Illustrated

will contain more 1918 announcements of other big manufacturers. Your advertisement in these big announcement numbers carries with it extra prestige at no extra cost.

Motorcycle and Bicycle Illustrated
450 Fourth Avenue, New York City

PATRON'S LETTER TAKES PLEASURE OUT OF LIFE

Merkel Motor Wheel Company's Service Department Has Its Own Troubles in Answering Missive

MANUFACTURERS who maintain a service department have troubles of their own that are not connected with engine or tire troubles. Some idea of the questions they are asked and the way requests are made may be gained from the following, which is not a "manufactured" letter, but one recently received by the Merkel Motor Wheel Company. The letter reads:

"Please send me a complete set of catalogues and pamphlets of your motor bicycle, "Motor engine submerged in front wheel "itsself," please state advantage in front wheel or rear wheel action, and can it be had in rear wheel also, also pamphlets of motor cycles have you the motor wheel attachment (third wheel arrangement for bicycles) and can the wheel be fastened so as to follow rear wheel, bicycle wheel if desired? Can they be built in machine "itsself" (follow or side) not detachable or detachable or nondetachable if desired. I have the impression that they are rather merely an example at present, could there be a smaller lighter motor submerged in front wheel itsself or bicycle or rear wheel as desired pls state advantage or practicability of front or rear wheel action, that would assist your own peddling motor being equivalent to one half or two thirds this would make grade climbing easy would allow good size lights head and rear would even allow wheel itself (likely a little or some heavier and preportionating and equivalenting itself and parts permitting ample (built in) "detachable" rear parcel carrying seat like that would even for example carry a small child passenger or would facilitate the machine or gear so that the power would make the stroke around once itself your own self peddling to turn around the succeeding time" there is something pleasure-like in itself in running & peddling a bicycle & if it only had some additional over and above small power advantage assistance that would still retain bicycle propensities it would evidently be useful, and what qualities could it also have such as muffler etc pls show a complete list of tools to carry along for immergency use and state if a large size pump would be the most proper thing to have at stationery quarters & for farm, city overland traveling etc all combined such machine for business as well as pleasure can such wheels be had show prices single machines and machines will they be on the market, soon, can gasolene tanks capacities be had regular sizes medium sizes large etc, and the motor attached in frame and put on in regular bicycles as they now are and the bicycle motor built for same such motoryed size motor peddling combined be applied as well as also show different styles and sizes of lights for night service to different machines also machines to have back small foot step projecting such as bicycles formerly had but not much in evidence now, modern comfortable seats suitable city, town, country, pavements highway roads and hills etc combined pls give names of different enamels and pamplets of same also durable machines and best tire for especially engine in wheel itself as well as motor bicycles. Heavy regular medium light weight etc if you can handle the contents of this letter or only partly so would you kindly forward duplicate copy to other firms for reply, to firms you would likely know of new modern factory built machines show feather or light weight machines, this to not interfere with full propelling bicycle motor machines, also, can they be check on RR's as baggage, with motors, acct of oil etc. I suppose not, I am merely principally asking for catalog is all, and write these few words also."

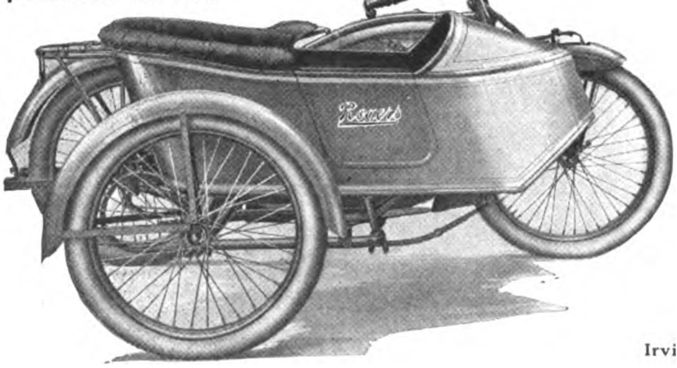
ECONOMY IS APPRECIATED

SAN FRANCISCO, Cal.—It has been noticed by tourists in this part of the country that there is a great number of motorcyclists on the roads, in fact more than at any time during the last three years. This is held due to the fact that on account of the present economic conditions many people, who formerly had automobiles and can no longer afford them, have purchased higher grade motorcycles and sidecars. They find in the single-tracker and the three-wheeler just what they need.

HARLEY-DAVIDSONS FOR POLICE

SAN FRANCISCO, Cal.—The Harley-Davidson Company announces the sale of five new Harley-Davidsons to the San Francisco Police Department.

Model M
$80.00 F. O. B. FACTORY



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has produced the perfect sidecar

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This name stands for all that is to be desired in a sidecar; light weight, comfort, ease of attachment, speed, stamina and the side by side position.
A model to fit and match in color and finish, any motorcycle made.

See a dealer or write for our descriptive folder

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-:- PROTECTION -:-

From dust, bugs and other things is a dire necessity, if a side car passenger is to enjoy the pleasures of Side-Carring—
That is exactly what the

H-M-P Wind Shield

does; one trial and a rider will no longer ride without it. Positively the best side car wind shield made. Order a sample and convince yourself.

Sold only through bona fide dealers
LIST PRICE—$5.00—BIG DISCOUNTS

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The Rule of Reason

Let the rule of reason govern your selection of bicycles for 1918—and you will decide upon the Columbia.

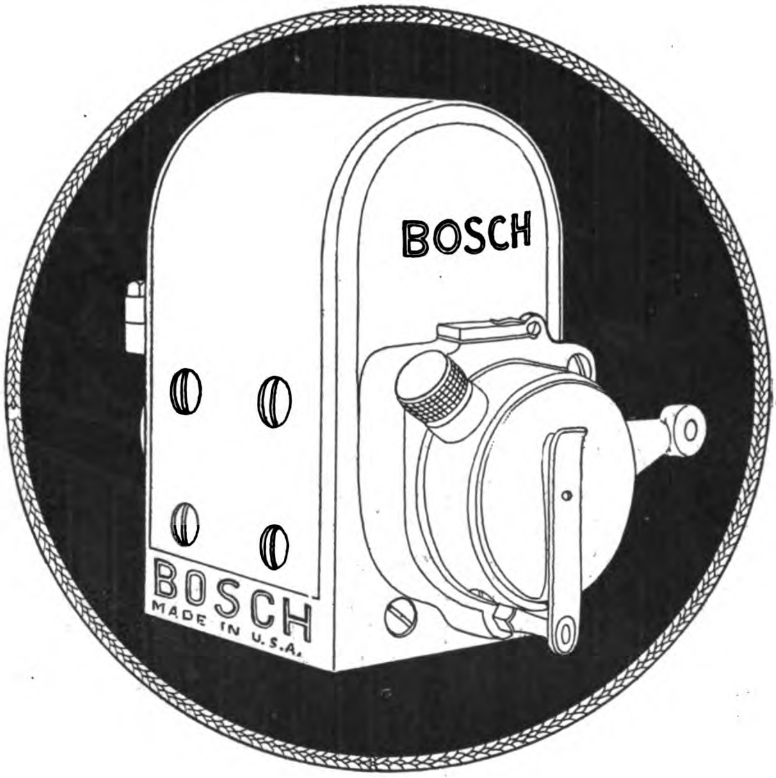
Here is a bicycle everyone knows—a bicycle the reputation of which is worth as much to you as the services of a high-priced salesman. Here is a bicycle that you know will give a good accounting of itself under any and all conditions—a bicycle that will add to your own reputation even as much as it swells your profits.

Here is a bicycle with a big hard-hitting organization behind it—out to sell bicycles and help you to sell them. Write right now.

Westfield Manufacturing Company

Makers of the Pope Motorcycles

Dept. 11 **Westfield, Massachusetts**



BOSCH

Gives You the Most for the Money You Pay

THE manufacturer that provides you with a Bosch-Equipt motorcycle gives you the most for your money, not only because he actually pays more for Bosch than he would for any other ignition system he could select, but because the material and workmanship in the Bosch Magneto are such that it is bound to serve longer and better than any other system now being offered—look and judge for yourself. The motorcycle maker pays more—the material is better, the workmanship more exact, the number in use greater—all these facts are the reasons why you get the most for your money when you buy a Bosch-Equipt motorcycle.

Be Satisfied

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

Specify Bosch

BOSCH MAGNETO COMPANY
206 West 46th Street -:- -:- New York
CHICAGO DETROIT SAN FRANCISCO
Service Stations in Every State

I am the Autumn Girl—

"WHERE did I get these posies?

"I don't wonder you ask.

"Over hill and dale, into the woods, to a shady nook, by a babbling brook — there's where I find them.

"There, where no autos ever travel, where even teams cannot go—there my bicycle takes me!

" 'Though it would take *you* a half a day to walk—I ride, quickly, easily and safely, too, because of that sturdy, steady friend, my New Departure Coaster Brake."

Now—the most glorious time of the year—you should interest girls in bicycles. While the leaves are turning and the air is cool and snappy, every girl with red blood in her veins wants to get out into the country.

Take advantage of this and advertise. Get a mailing list of girls in your neighborhood and send out New Departure folders. They will tell the story for you. May we imprint some with your business card?

THE NEW DEPARTURE MFG. CO.
Bristol Conn.

NEW DEPARTURE COASTER BRAKE

The Brake that Brought the Bike Back.

CONTRIBUTOR TO THE 1,000,000 MILLION BICYCLES CAMPAIGN

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Riders and dealers can secure all EXCELSIOR parts from our Service Department. No order too small. Promptness and Satisfaction Guaranteed.

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Sidecars and parts in stock for all machines
Special attention to dealers.

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Expert Mechanics with Factory Experiences.

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Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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CYCLEMOTOR—SMITH MOTOR WHEEL
All makes of Bicycles—expert repairing
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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
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NICKERSON & SCHROEDER, Inc.

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Eastern Distributors
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SALE: Used motorcycle parts good as
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taken off because they are worn out.
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ing pertaining to motorcycles. Motor-
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SALE—1916 Smith Motor Wheel (will
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)ne nearly new, latest 1917 Smith Motor
, $45. Will exchange these into a latest
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Dealers write me. W. D. Hurst, Smith
Wheel Agent, Middleboro, Kentucky.

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Photographs with particulars on request.
nder Kerr, 37 Strant Street, South Man-
er, Conn.

MISCELLANEOUS

WANTED—Motorcycles wanted, must be bargains only and not abused. Theo. Hanson, Halfa, Iowa.

WANTED—Pierce—four-cylinder, junk heap—for repairs. J. K. Hunt, Haynes, No. Dakota

WANTED—Sidecar for 1916 Indian. State make, price and conditions. Thos. McClain, Jr., Mercer, Pa.

WANT to buy Indian type P. W. motorcycle. Jas. J. Burda, Hayfield, Iowa.

HELP WANTED

WANTED—First class motorcycle repair man. Must be capable of repairing Harleys, Indians, Excelsiors and Thors. Steady work all winter. Advise salary expected and when can report for work. Pettis Motor Co., Atlanta, Ga.

WANTED—Machinist familiar with Harleys and Indians. Will pay best salary in South. Must be honest and reliable, and good repairman. Wire at my expense. E. W. Watson Augusta, Ga.

WANTED—One first class motorcycle mechanic on Indian motorcycles and one salesman. We want first class men only. Sykes Motor Co., 37 E. Long St., Columbus, Ohio.

WANTED—First class bicycle repairman, one that can wait on front as well as shop work. Married man preferred. Must be honest and reliable. Good salary and steady work. Address "Business," care Motor Cycle and Bicycle Illustrated.

WANTED—2 first-class motorcycle mechanics, must be experienced on Harley-Davidson and furnish references. A. W. Terhune Co., Hackensack, N. J.

RSON

Detroit

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

of MOTORCYCLE & BICYCLE ILLUSTRATED, published weekly, at New York, N. Y., for Oct. 1, 1917.

State of New York }
County of New York } ss.

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared Harry G. Jacobs, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the MOTORCYCLE & BICYCLE ILLUSTRATED, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of— Post Office address—
Publisher, Trade Journal Corporation, 450 4th Ave., New York City.
Editor, J. H. Donehue, 450 4th Ave., New York City.
Managing Editor, none.
Business Managers, Harry G. Jacobs, 450 4th Ave., New York City.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

Trade Journal Corporation, 450 4th Ave., New York City.
Harry G. Jacobs, Secy. and Treas., 46 Fort Washington Ave., N. Y. City.
Harold M. Condict, 79 Washington St., E. Orange, N. J.
W. D. Callender, 915 Ainslee St., Chicago, Ills.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

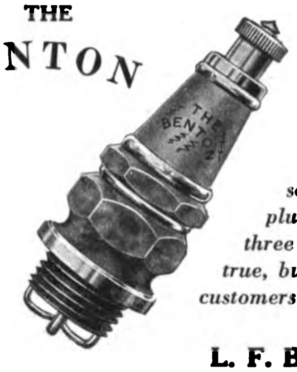
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

HARRY G. JACOBS, Business Manager.

Sworn to and subscribed before me this 17th day of September, 1917.

[Seal] JOHN J. DONOVAN.

(My commission expires March 30, 1918.)

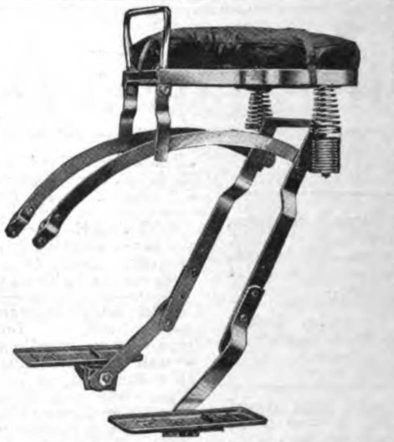


THE
BENTON

A New York State Dealer says:

"Benton Plugs are too good for a garage man to sell, for if he sells a set, he sells no more spark plugs to that customer for three or four years. That is true, but I believe in giving my customers satisfaction."

L. F. BENTON CO.
Vergennes, Vt.



Did You Ever Notice?

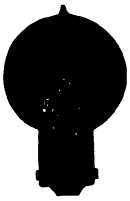
That years of service do not create the slightest play in the

F-N. TANDEM

It remains firmly where it is first attached.

Price, $12.00 each

Fentress-Newton Mfg. Co.
DETROIT MICH.

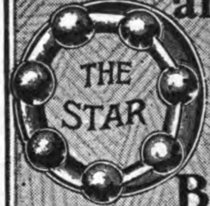


Federal Mazda Bulbs

For Motorcycle Headlights and Taillights
For Bicycle Battery Outfits

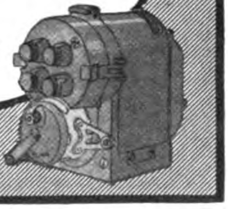
Can be obtained from any Federal Agent or from

Federal Miniature Lamp Division
National Lamp Works of General Electric Co.
509 So. Jefferson St. Chicago, Ill.



Wherever Ball Bearings are used you will find STAR Ball Retainers

Bearings Co. of America
Lancaster, Pa.
Detroit—604 Ford Bldg



Worth more Does more

A good motorcycle deserves the best magneto.
Insist on the
Berling Magneto

Ericsson Mfg. Co.
Military Road Buffalo N.Y.

STEVENS
MOTORCYCLE
TAP AND DIE SET No 10
FOR THREADING ALL STANDARD
MOTORCYCLE BOLTS AND NUTS
STEVENS NEW YORK

A Good Threading Set

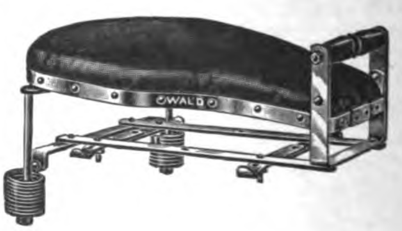
This set is complete—that means it will duplicate the threads on every motorcycle on the market. There are 13 adjustable dies, 15 machine taps, 2 stocks, 2 wrenches and screwdriver. We have made sure this set is right in quality. Set is hardwood case. Price $10.00. Discounts from your jobber.

Mfrs. of Bicycle, Motorcycle Accessories. **STEVENS & CO.** 375 Broadway, New York

The New Musselman Positive Drive Coaster Brake

The only positive drive brake in the world. Possessing such qualities as smallness, strength, frictionless and no springs or small complicating parts.

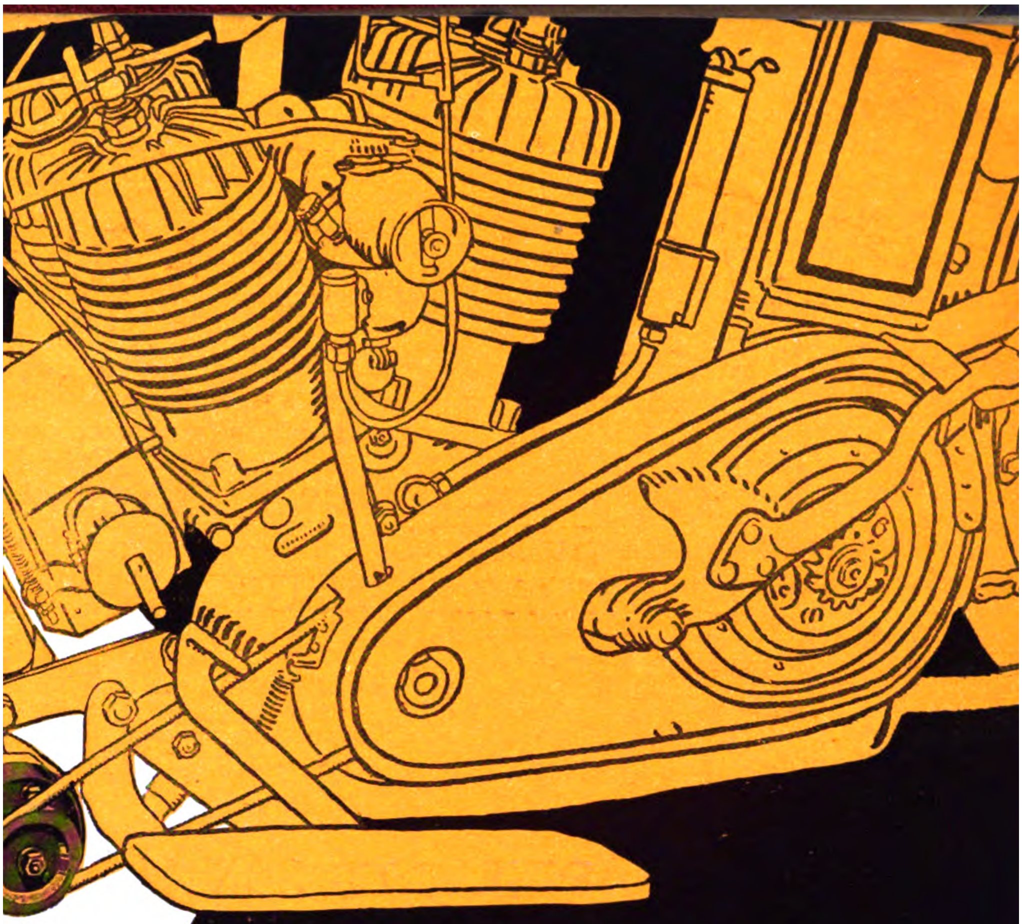
The Miami Cycle & Mfg. Co.
1035-1051 Grand Ave., Middletown, Ohio, U. S. A.



No. 422 tandem to be used on rigid carriers, the price includes one pair footrests.

Retail Price
$7.50
Complete

WALD MANUFACTURING CO.
Dept. F SHEBOYGAN, WIS.



SPLITDORF LIGHTING GENERATOR

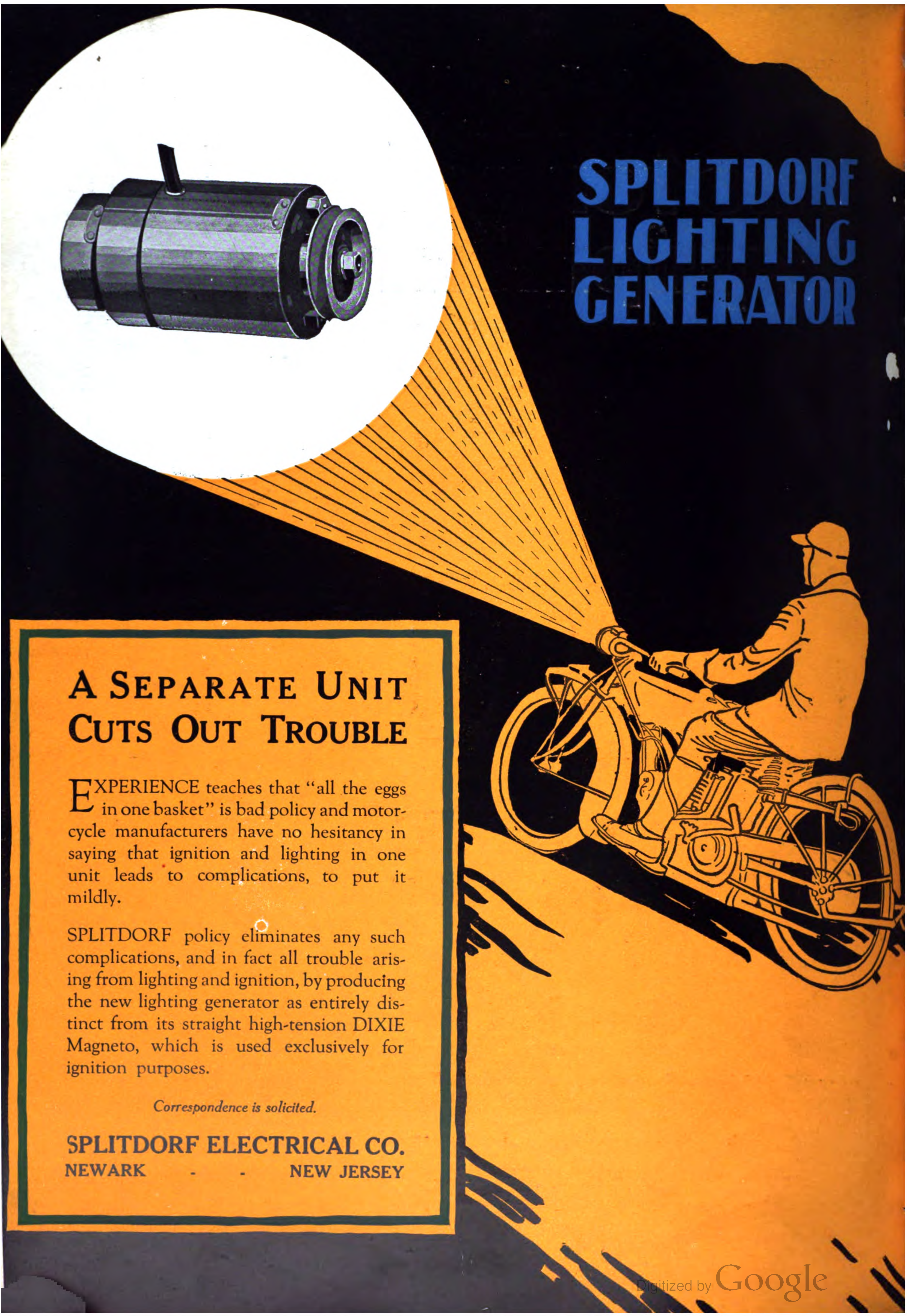
—a compact unit that generates the current for the lights and horn only

—a generator that is distinct from the magneto ignition—a separate installation that never conflicts with the ignition system

—a self-contained device that insures all the current necessary for head and tail lights and any extra lights required, as well as the signal horn

—a generator with no external devices—with automatic regulating features—with simple wiring—a generator that is made from the best material obtainable to insure long life and ideal road service; that, in a word, is

DESIGNED RIGHT TO LIGHT RIGHT



A SEPARATE UNIT CUTS OUT TROUBLE

EXPERIENCE teaches that "all the eggs in one basket" is bad policy and motorcycle manufacturers have no hesitancy in saying that ignition and lighting in one unit leads to complications, to put it mildly.

SPLITDORF policy eliminates any such complications, and in fact all trouble arising from lighting and ignition, by producing the new lighting generator as entirely distinct from its straight high-tension DIXIE Magneto, which is used exclusively for ignition purposes.

Correspondence is solicited.

SPLITDORF ELECTRICAL CO.
NEWARK - - NEW JERSEY

NINETEEN

EXCELSIOR

CYCLE

ELSIOR

AND SUPPLY

COMPANY

RY MODEL

ures of Series 19 that are

ely Excelsior

qualizes the pull and conserves every ounce of power

lultiple Disc Clutch especially designed and built to trans-
ra-power motor.

Front Fork, the strongest fork ever put in a motorcycle.
aced for lateral as well as for longitudinal strains.

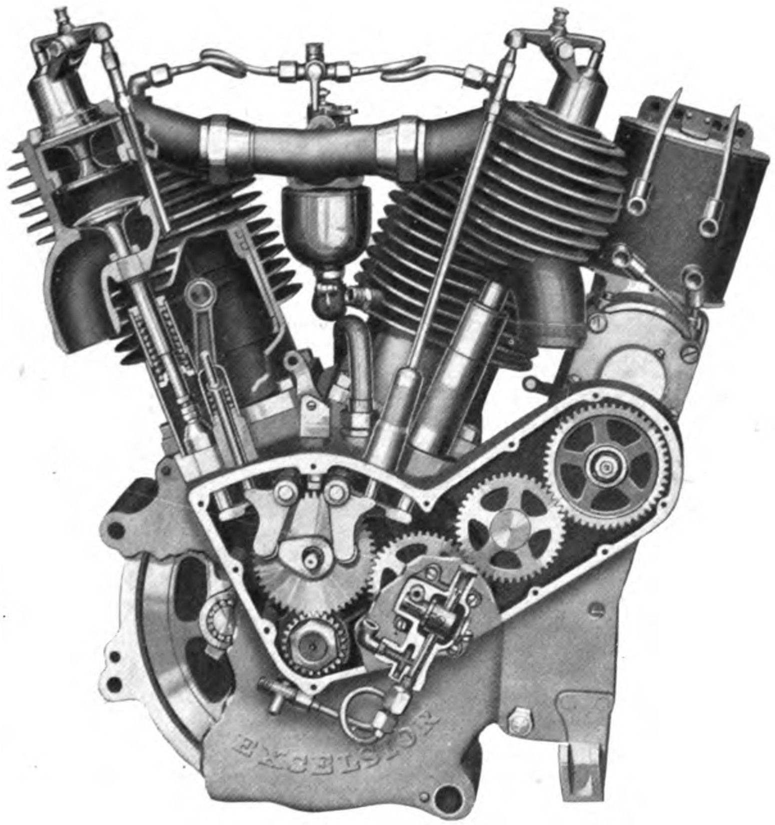
Drive Chain protects these important parts from dirt and
on and reduces wear to the minimum.

ts quick and easy access to the motor and removal of cylin-
., without interference with any other part of the power

giving control of clutch by either foot or hand without inter-

ier with Steel Tool Box on Electric Model.

1 all enamel parts including hubs and spokes.



ULTRA-POWER

EXCELSIOR MOTOR MFG. & SUPPLY COMPANY

MOTOR

The Most Powerful Engine Ever Put in a Motorcycle

Winner of the Important Hill Climbs of 1917 on hills that no power driven vehicle had ever conquered.

The growing demand among motorcycle riders is power and more power, which demand is largely the result of the wonderful achievement of the Ultra-power Twin X.

Having started this demand we are not only prepared to meet it but have gone still further in the developments of an ultra-power motor.

The pulling qualities of the new Excelsior Motor have been repeatedly proven in public tests and private service.

The winning of the Capistrano and Bakersfield Hill Climbs on hills never before surmounted by a power driven vehicle attracted world wide attention to the Ultra-Power Twin X.

In the new Military Model, Series 19, this ultra-power has been still further developed as was thoroughly proven in government tests during which Excelsior motorcycles not only covered all of the mountain and sand roads of South-western Texas, but finally two of the new Military Models successfully made the 108-mile run through desert sands and mountain grades, that in some instances are as high as 40 per cent, with the gears sealed in high.

The advantage of this ultra-power to the ordinary rider is that, even under unfavorable conditions, he has ample power to meet any requirement, and especially valuable is this power in sidecar service.

It is attained not through complications of design, but through the mechanical perfection of an established principle.

To the efficiency of perfect workmanship we add the durability derived from oversized parts. Main axle shafts, crank pins and similar parts average fifty per cent larger than the same parts of other motorcycle engines; and bearings, pawls, cams and, in fact, all moving parts are similarly over-sized.

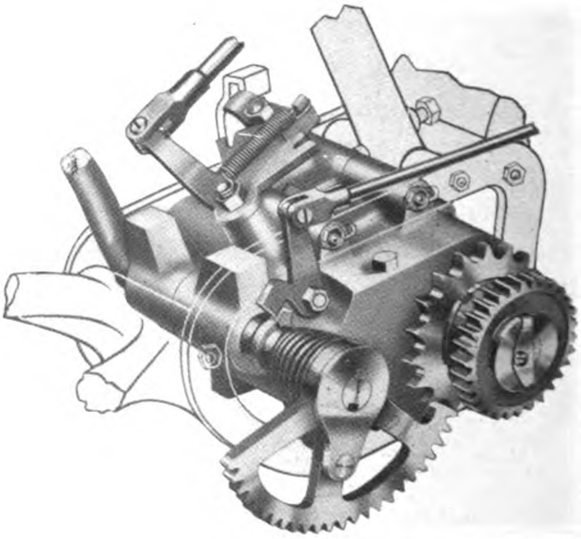
The accessories are all equally efficient and carefully selected.

The carburetor is a specially designed Schebler.

Ignition is by the most improved armored type high tension magneto or MIDCO generator.

The muffler is large without back pressure and provided with long tail-pipe and direct foot-operated cut-out.

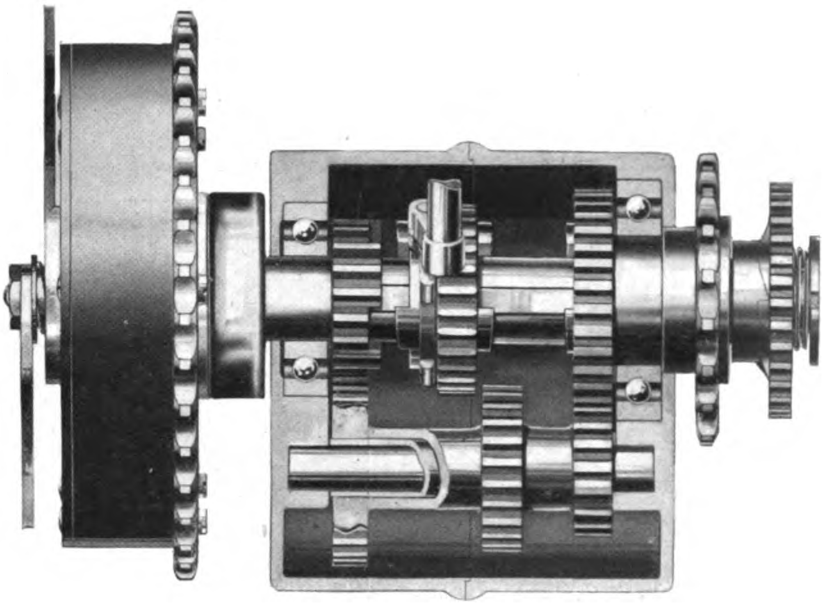
The foot-operated motor starter is built on the same lines of durability and efficiency.



EXCELSIOR
Automobile Type Transmission

Built to carry the enormous power of the Big X Motor

Nickel Steel Throughout with 50 per cent Over Size Annular Ball Bearings

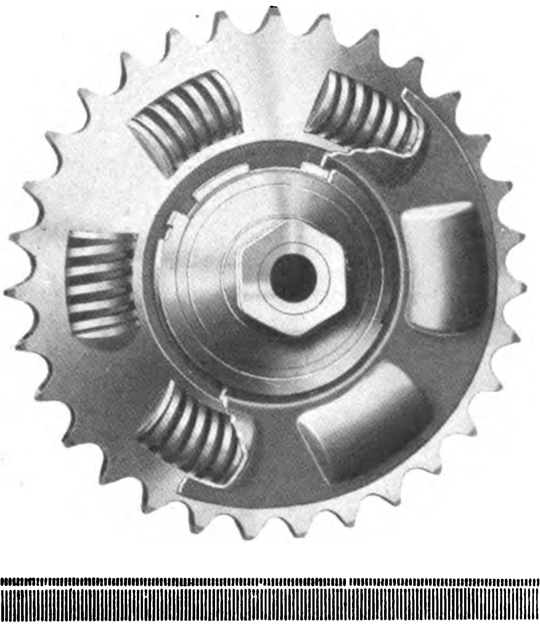


Automatic Compression Control

In combination with the foot motor starter is the Excelsior Automatic Compression Control, a patented, exclusively Excelsior, device that eliminates 90 per cent of the starter troubles by automatically insuring correct action of the valves in relation to the starter.

By this device the exhaust valves are slightly opened and compression released, allowing the motor to be quickly speeded up by action of the starter to a point sufficient to overcome the compression, and then the valves are automatically closed, insuring the start practically every time.

By this device the novice can operate the starter with the same assurance of success as the experienced rider, regardless of weather or other conditions.



Transmission

The powerful Excelsior Three Speed Transmission has now been thru three years of service and many thousands of motorcycles without any radical change being necessary at any point.

Gears, bearings and all moving parts are sixty per cent over-size and all made of the finest quality nickel-steel.

New Excelsior Clutch

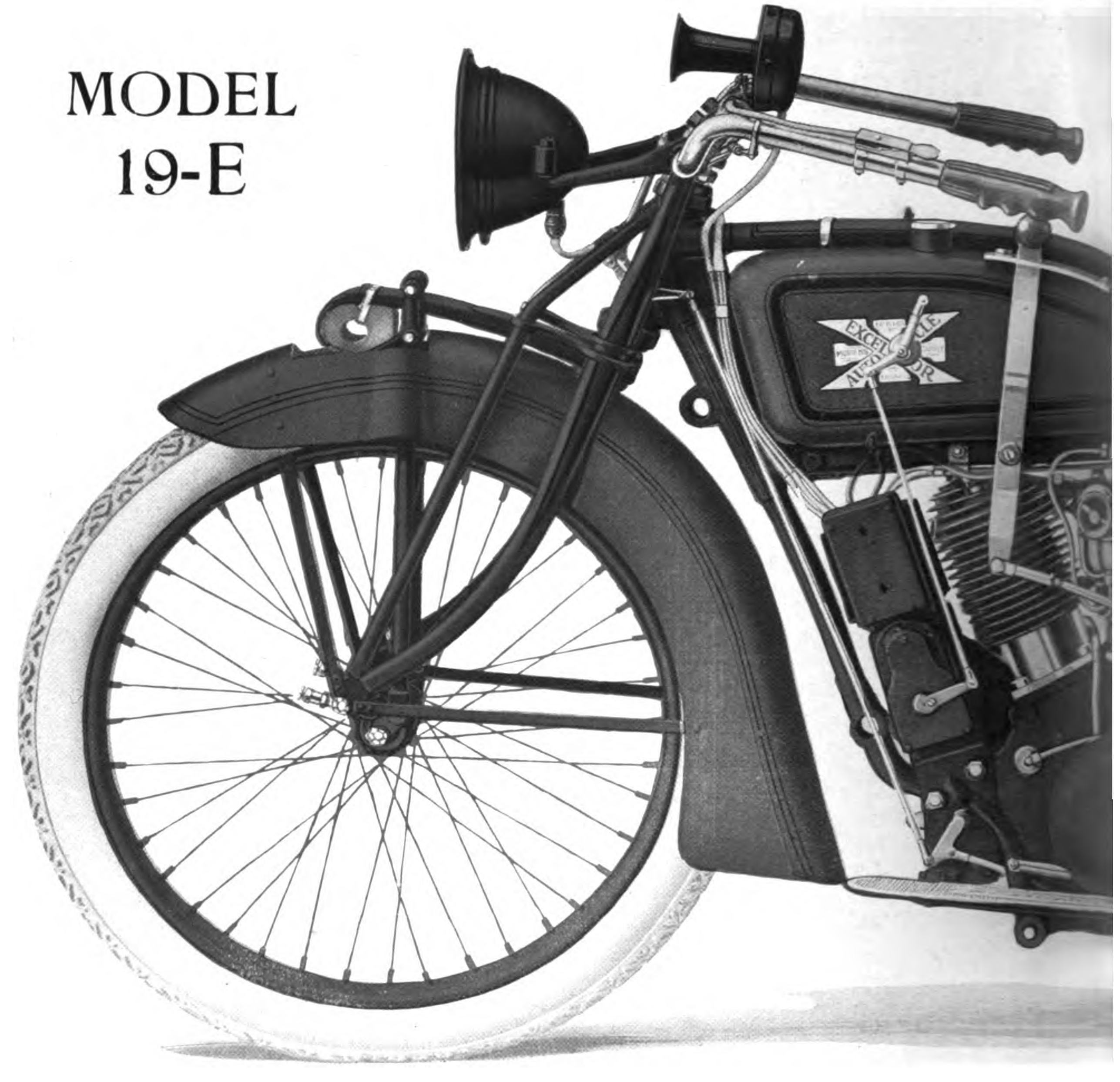
The new clutch is the dry-plate type, the clutch members comprising three, double ray-bestos faced, plates and two steel plates giving a total bearing surface, including the inner facing of the housing, of over 160 square inches. The floating members of the clutch run on roller bearing and the thrust bearings are extra large ball bearing thoroly lubricated by oil injected thru the center member of the clutch. The thrust bearings are thoroly enclosed and no oil can work out of these bearings into, and between, the clutch plates.

Excelsior Kushion Sprocket

The Excelsior Kushion Sprocket was the big innovation of 1917, and as its name signifies it is a cushion, and not a slipping sprocket, which equalizes the motor pull by conserving the surplus power at the height of the power stroke in a series of six spiral springs which in turn deliver the power to the road wheel between the succeeding power strokes, thus conserving every ounce of power developed by the motor.

The power that counts is the power delivered to the road wheel and the Excelsior Kushion Sprocket assures 100% Efficiency.

MODEL
19-E



SPECIFICA

MOTOR—Twin cylinder, bore, $3\frac{21}{64}$ inches; stroke, 3½ inches. While these motors are within the 61-cubic inches displacement, they develop from 15 to 20 horse power by dynamometer test and as proven by our world's record; a mile in 36 seconds, the first and only motor to make 100 miles per hour.

LUBRICATION—Double force system; mechanically operated, gear-driven, positive plunger pump, which insures perfect lubrication in direct proportion to speed of motor; oil leads to front cylinder and right main bearing; independent hand pump for emergency purposes.

IGNITION—Model 19. High-tension magneto; armored type; gear driven. Model 19-E, MIDCO combination lighting and ignition system.

MOTOR STARTER—Foot type segment and pinion gear on countershaft; folding foot lever; start with rear wheel on the ground, with automatic compression control.

CARBURETOR—Improved EXCELSIOR Schebler Model "H," with auxiliary air valve and choking device for easy starting.

MUFFLER—Silent and efficient; pressed steel construction; direct cutout with long tail pipe.

FRAME—Low-saddle position; double triangular straight line with removable center bar; made of highest-grade extra heavy cold drawn seamless tubing and nickel steel drop forgings (absolutely no stampings or castings); head forgings with reinforcing web and extended lower connection to withstand unusual strains; seat post cluster and lower tube connection in one piece; rear forks and stays extra heavy ⅞-12 gauge seamless tubing; extra heavy rear fork ends. Lugs for the attachment of a side car are an integral part of the frame head, seat post cluster and rear fork end forgings. Height, saddle to ground, 27 inches; saddle to foot-board, 27 inches.

FRONT FORKS—Cradle type, with 5-leaf nickel steel springs; extra heavy nickel steel drop-forged fork ends; quick detachable rubber bumpers; improved style rocker arms.

MILITARY FORK—Extra heavy, double trussed, specially designed for the hardest service, supplied $5.00 extra.

TANK—Extra heavy
corrode; capacity.

OIL TANK—Heavy
with auxiliary pump
MIDCO lighting

TOOL BOX—Tool
angular steel tool
electrically equipped

TRANSMISSION—
housing at the rear
⅝-inch wide; main
secondary shaft on
matically locked
lever at left side

CLUTCH—Extra large.
Double control by

CHAINS—Extra heavy
having independent

Model 19-E, with MIDCO Electric System, including Magneto Generator, Electri
Solar Head and Rear Lights and Electric Horn, $320.00

F. O.

The Motorcycle that Has
ALWAYS MADE GOOD
Now Made Better Than Ever

—Series 19

steel, will not rust or

y one gallon, equipped
ht side for battery of
agneto equipped model.

magneto model. Tri-
of luggage carrier on

:e-speed, in aluminum
kel steel gears, 9 pitch,
annular ball bearings;
bushing. Gears auto-
aged; shifted by hand

e on roller bearings.
al or left grip.

·inch pitch, both chains

CHAIN GUARDS—Extra heavy steel interlined for silence; transmission fully covered, protects rider from grease and oil.

CONTROL—Complete motor speed control without removing hands from bar; right grip controls the throttle; left grip controls the clutch; spark advance by lever on left-hand side of tank.

HANDLE BARS—Original double braced, with three-point nickel steel drop-forged socket attachment; fitted with long cushion rubber grips.

SEAT POST—Kumfort Kushion spring; full shock absorbing.

FRONT HUB—Extra heavy, knockout axle type, with 2½-inch flanges, ⅛-inch balls, ⅛-inch axle.

REAR HUB—Extra wide between flanges; —-inch incaged ball bearings; —inch knockout axle.

BRAKES—Two, independently operated, one internal expanding within steel brake drum, operated by the left foot pedal; the other a contracting band brake on the outer circumference of same drum, operated by foot pedal at right side.

WHEELS—28-inch, with extra heavy "CC" 4-series punched rims, best quality spokes; 40 front and rear.

TIRES—28x3 inch. Non-skid.

STAND—Extra heavy armless folding type; locks to rear guard when not in use.

SADDLE—Mesinger "Air Cushion."

FOLDING FOOT RESTS—Heavy steel; rubber covered; 16 inches long, 4 inches wide.

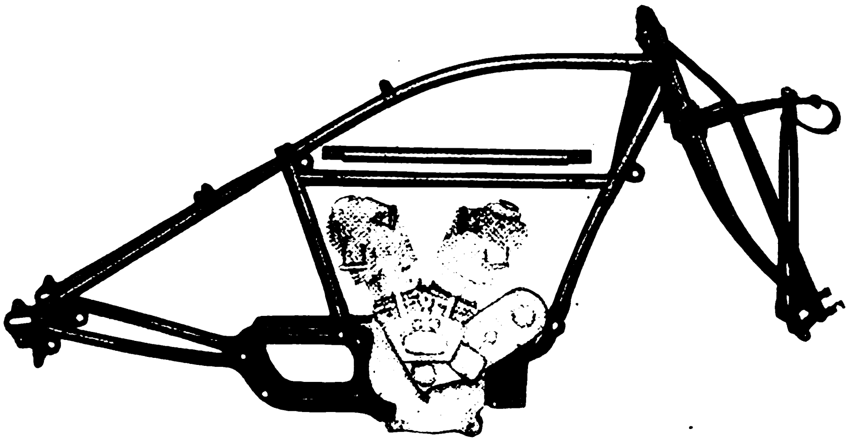
LUGGAGE CARRIER—Made from seamless cold drawn steel tubing; detachable.

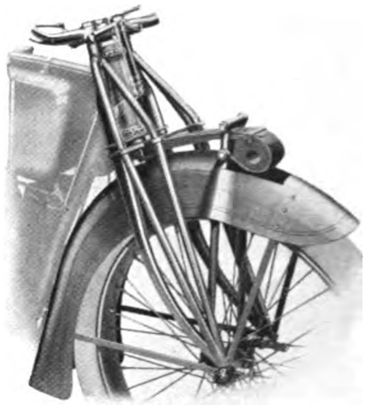
FINISH—Military olive drab with stripes; all exposed metal heavily nickeled on copper and hand-buffed.

WHEEL BASE—59 inches.

Model 19. High Tension Magneto without Electric Lighting System, $290.00

ago





Excelsior Frame

The EXCELSIOR frame was the first and remains the only American motorcycle frame built of seamless steel tubing and nickel steel drop forgings throughout.

A year ago we established a new era in frame construction by our removable center bar; by means of which perfect access is given to the motor without removal from the frame or interference with any other part of the power plant.

Instead of being a permanent part of the frame the center bar is provided with interlocking lugs and bolts by removal of which, and disconnection of the gasoline pipe, the center bar and tank can be swung clear of the frame allowing the cylinders to be removed for the elimination of carbon or other purposes.

This is an Exclusive Excelsior feature that will be appreciated by every experienced motorcyclist.

Military Fork

To meet the extraordinary requirements of Army service we have perfected our new military type, Double Truss Fork with extra wide crown plates and side trusses making the strongest fork ever put in a motorcycle.

This double truss in connection with the three point handle bar connection and the new five leaf, scroll type spring makes a fork that is, for all ordinary purposes, absolutely unbreakable.

As our regular fork meets all ordinary requirements it will be furnished as standard equipment with the extra wide crown and rubber bumpers.

For those desiring full Military equipment or a machine for particular hard side-car service, we furnish the Military Type fork as an extra.

New Equipment

The new Excelsior tank contains gasoline only, with a capacity of three and a quarter gallons. The new oil tank situated between the seat post tube and the rear fender has a capacity of one gallon of lubricating oil and is also provided with a compartment for tools or storage battery.

An auxiliary hand pump conveniently located on the left side of the tank is provided for use in an emergency. This delivers oil directly into the crankcase of the motor.

Non-Splash Fenders

Protection of both machine and rider from mud, dust and water is attained by the use of long and extraordinary wide non-splash fenders of exclusively EXCELSIOR design.

The important feature is the arrangement of the rear fender braces which are so designed that when the machine is on the stand the rear wheel may be rolled out of the frame without lifting the machine from the stand, a feature that will be appreciated if the user is compelled to make a tire repair on the road.

Fibre Lined Guards

The chain and gear covers are extra heavy drawn steel with heavy fibre linings which eliminate all noise and rattle.

Seamless Steel Luggage Carrier

Both the regular and electrically equipped models of the Series 19 Excelsior will be equipped with tubular steel luggage carriers and the electrically equipped model is provided with a triangular steel tool box supported by the luggage carrier braces on the left side of the machine.

Finish

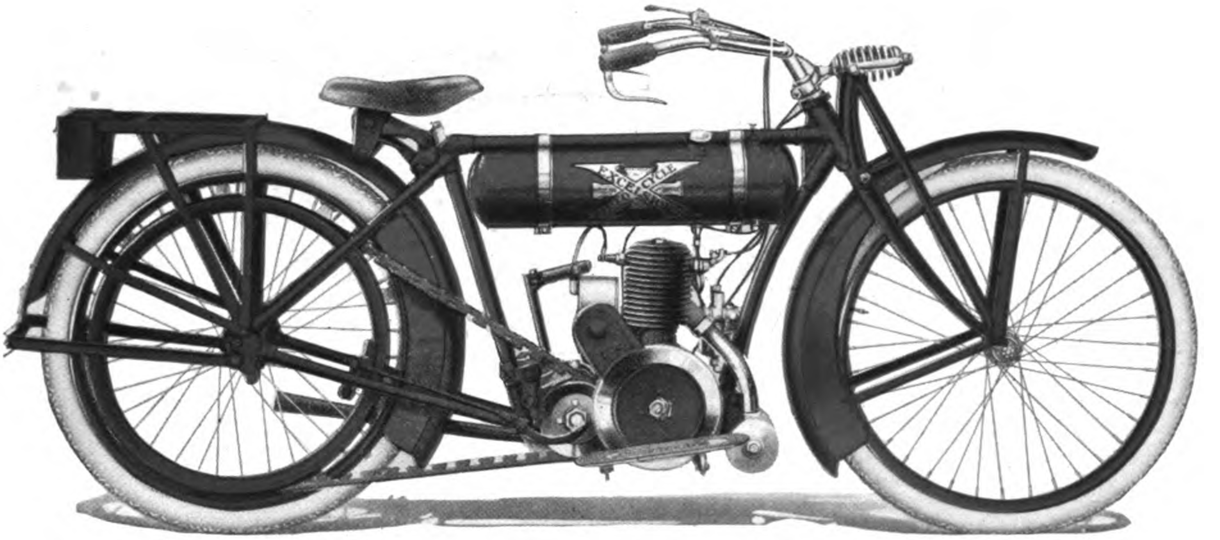
The finish of all Series 19, Excelsior Twins, Lightweights and Sidecars is the, now popular, Military Olive Drab.

Conforming with the tendency on the part of automobile manufacturers to eliminate unnecessary nickel plated parts, the hubs, spokes and many other small parts heretofore nickel plated, will be heavily enameled, thus making them rust proof and greatly facilitating cleaning.

The handle bars, gear lever and such parts as cannot be successfully enameled, are heavily nickel plated on copper.

EXCELSIOR LIGHTWEIGHT

Model L-19



The Excelsior Lightweight is becoming rapidly recognized as the ideal type of motorcycle for all practical purposes

Its light weight and comparatively small size make it easy to handle for anyone and its safety, comfort, convenience and economy appeal to business men, professional men and many thousands of people of all ages and both sexes desiring rapid, convenient and economical transportation.

The motor is the popular single cylinder two stroke type, giving in connection with a two speed transmission ample power and speed for all purposes.

The foot operated motor starter is quick and sure in action. The powerful shoe brake insures absolute safety and the low cushion saddle and handle bar control insure the maximum of comfort and convenience.

Partial Specifications

MOTOR—Single cylinder, two stroke, 2¼ H.P. Simple, efficient and infallible; only three moving parts and no adjustments.

LUBRICATION—Strictly automatic, without pumps or other accessories.

IGNITION—High tension magneto, armored type, driven by enclosed silent chain.

CARBURETOR—Schebler, specially designed for this motor. Simple and automatic.

MOTOR STARTER—Segment and pinion type, foot operated with folding lever. Powerful and positive.

CLUTCH—Taper ring—Steel against bronze on motor shaft. Controlled by grip lever on left handle bar.

TRANSMISSION—Two-speed gear, sliding clutch type, all parts nickel steel drop forgings. Main shaft carried on annular ball bearings. Gear shift by lever on left side of machine.

BRAKE—Shoe type, acting on belt sheave, operation by lever near right foot board.

FRAME—EXCELSIOR straight line, built of highest quality seamless steel tubing and nickel steel drop forgings. Motor and two-speed gear carried on drop forged, nickel steel support.

FRONT FORK—Hinged head type. Each side of the fork is a one-piece, nickel steel drop forging, a combination of great strength and the simplest possible construction. No brazed joints to loosen or break. Elasticity attained through a single specially designed spiral spring.

TIRES—26x2¼ inch. Non-skid.

TANK—Cylindrical, lead coated drawn steel. Will not rust or corrode. Oil compartment provided with measure for transferring oil to gasoline compartment in the proper quantities for lubrication, 4 measures to one gallon of gasoline. Capacity, gasoline, 1¾ gallons; oil, ½ gallon.

LUGGAGE CARRIER—Rolled steel, light and strong.

TOOL BOX—Dust and waterproof, convenient and strong at rear of luggage carrier.

SADDLE—EXCELSIOR special shock absorber; comfortable, light and unbreakable.

FOOT RESTS—Drop forged steel, rubber covered, folding type.

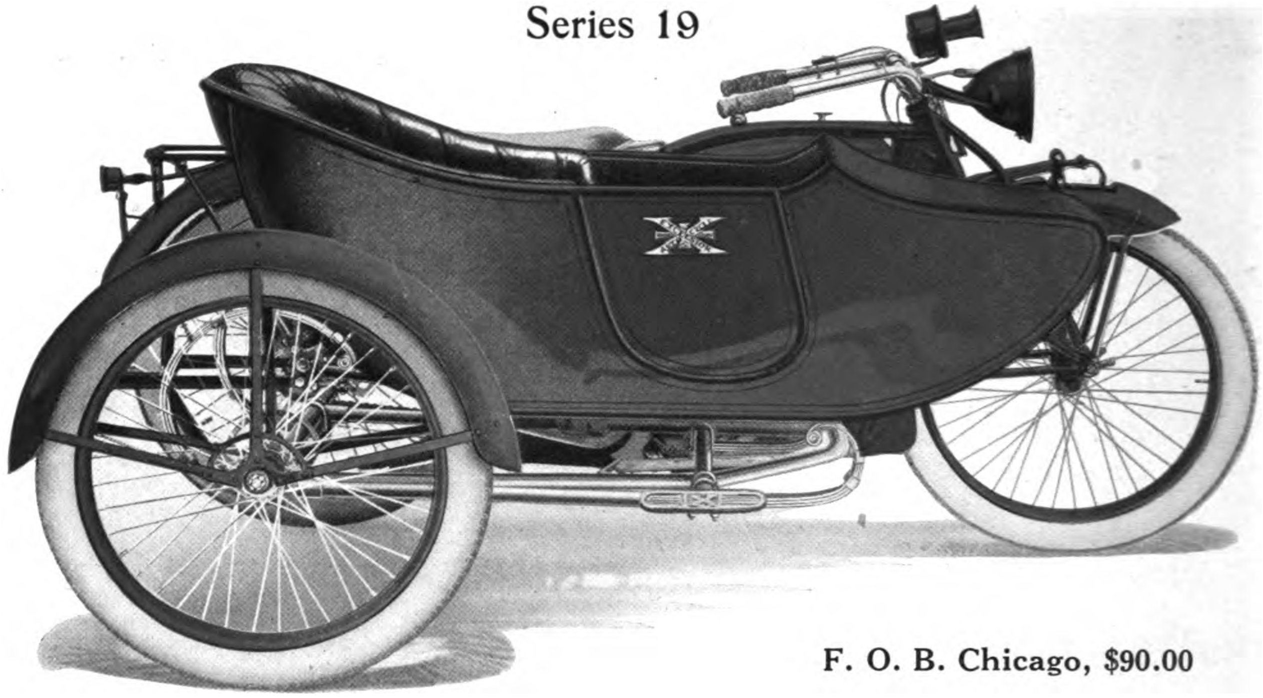
FINISH—Military olive drab, all exposed metal parts, except crank case and other aluminum parts, heavily nickeled and hand buffed.

WHEEL BASE—51 inches.

L-19, F. O. B. Chicago - - $140.00

EXCELSIOR SIDE CAR

Series 19



F. O. B. Chicago, $90.00

Details of Superiority

Perfect Alignment Absolutely Assured. No intricate adjustments left to the user.

Quickly Attached or Detached by three bolts without interference with alignment.

All Steel Frame of extra heavy seamless steel tubing and nickel steel drop forging throughout.

Extension Drop Axle instantly adjustable to any track 44" to 56"—Mud guard travels with wheel.

Semi Flexible Vanadium Steel Spring Connection between sidecar and motorcycle absorbs all side shocks due to inequality in the road.

Vanadium Steel Springs, scroll type, front and rear.

Recoil Check. Spiral spring recoil check that limits the upward movement of the body without jolt or jar.

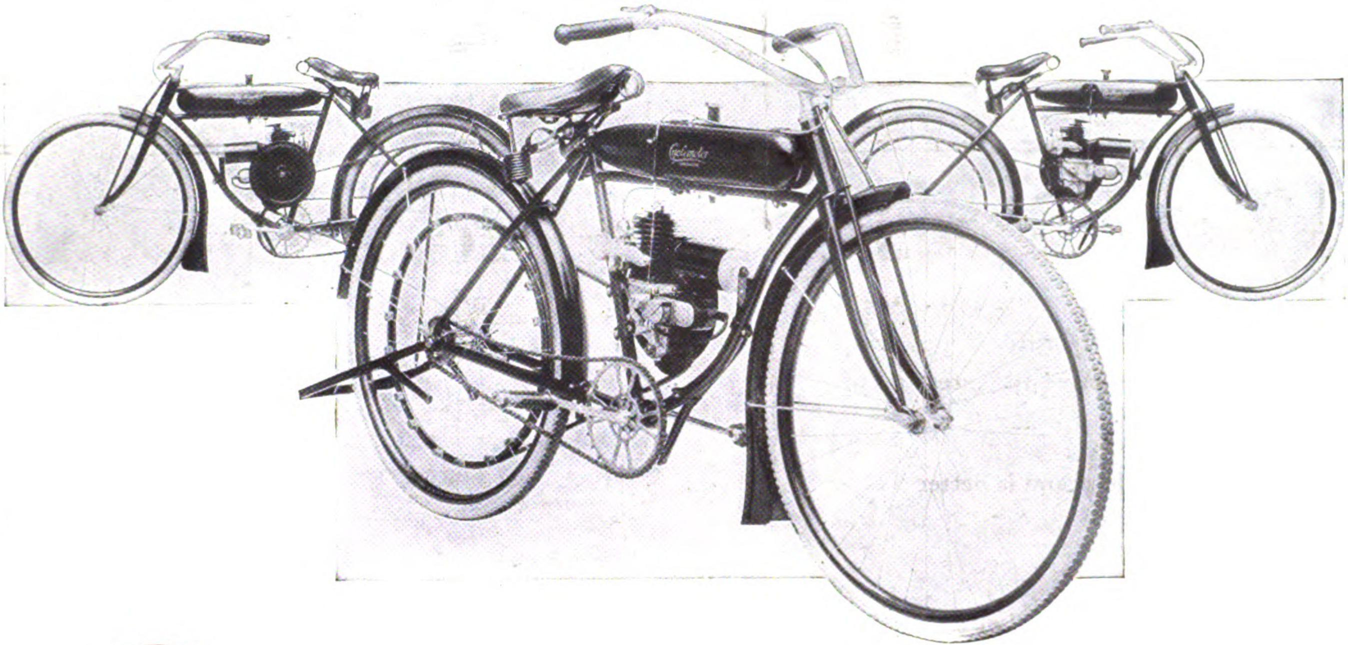
Solidly Constructed Body built on handsome and comfortable lines, heavily upholstered, with plenty of elbow and leg room and nickel plated folding foot rest.

Rubber Covered Step. A convenience appreciated by every lady passenger.

Excelsior Motor Mfg. & Supply Co.

3700 Cortland Street, Chicago

! ANNOUNCEMENT !



Evans $100

POWER-CYCLE

The World's Most Economical Power Vehicle

Here at last is an answer to *your* demand for a dependable, efficient, light-weight powered two-wheeler to retail for $100.00, with liberal dealer discounts.

The Evans is not an experiment for its power plant is the famous Cyclemotor, which has had four years of careful mechanical development.

The most reputable dealers throughout the Cycle trade are fast seeking territory for this live seller.

Write *today,* before someone else beats you to it!

Tear off and send in this convenient request for full specifications

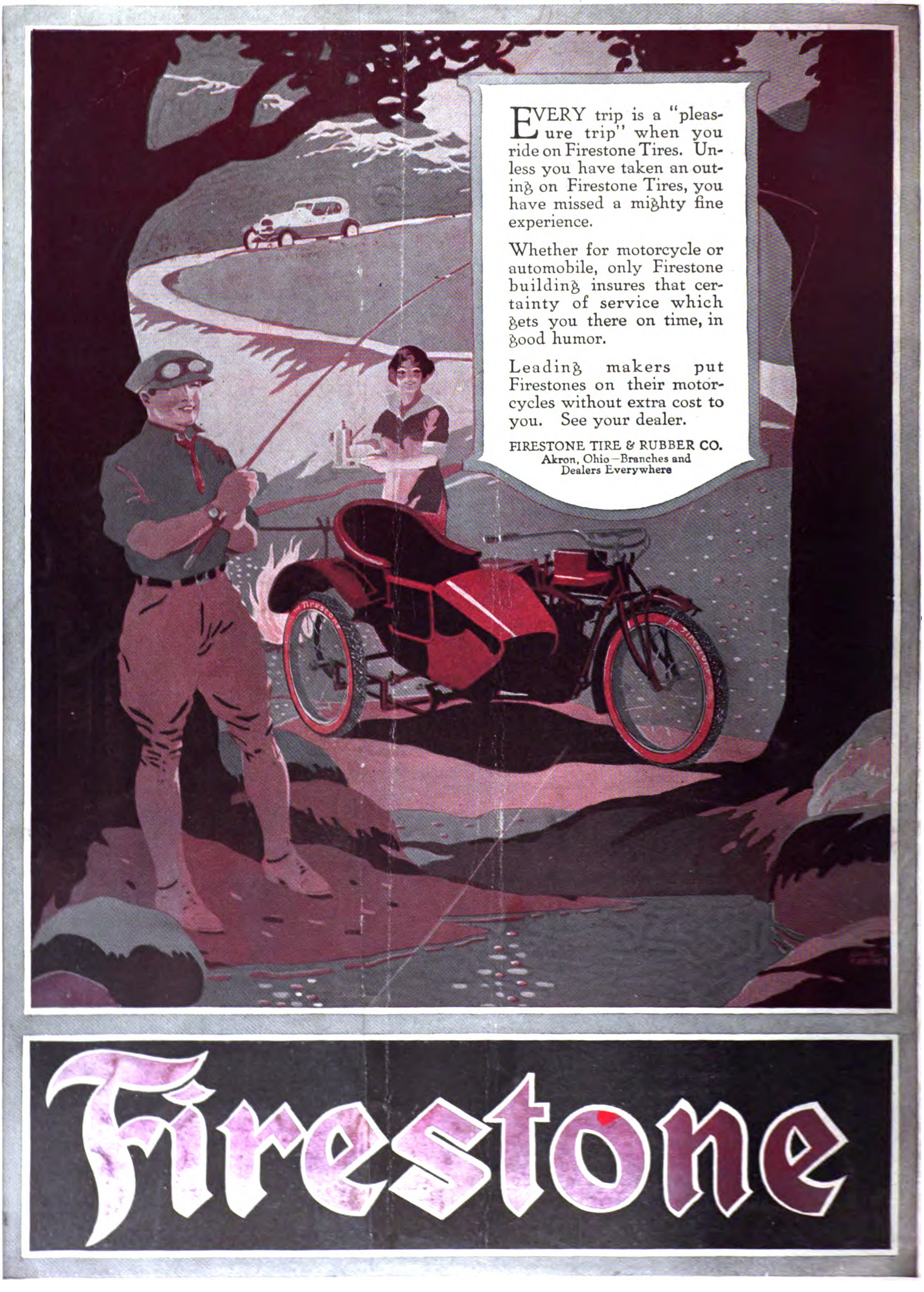
CYCLEMOTOR CORPORATION
Rochester, New York

Please outline your Profit Paying Proposition on Agencies for the
EVANS POWER-CYCLE ☐ CYCLEMOTOR ☐

Name ....
Street ....
City .... State ....

I carry the following lines..

M. & B. I. Bicycles Motorcycles



EVERY trip is a "pleasure trip" when you ride on Firestone Tires. Unless you have taken an outing on Firestone Tires, you have missed a mighty fine experience.

Whether for motorcycle or automobile, only Firestone building insures that certainty of service which gets you there on time, in good humor.

Leading makers put Firestones on their motorcycles without extra cost to you. See your dealer.

FIRESTONE TIRE & RUBBER CO.
Akron, Ohio—Branches and
Dealers Everywhere

3
13'17

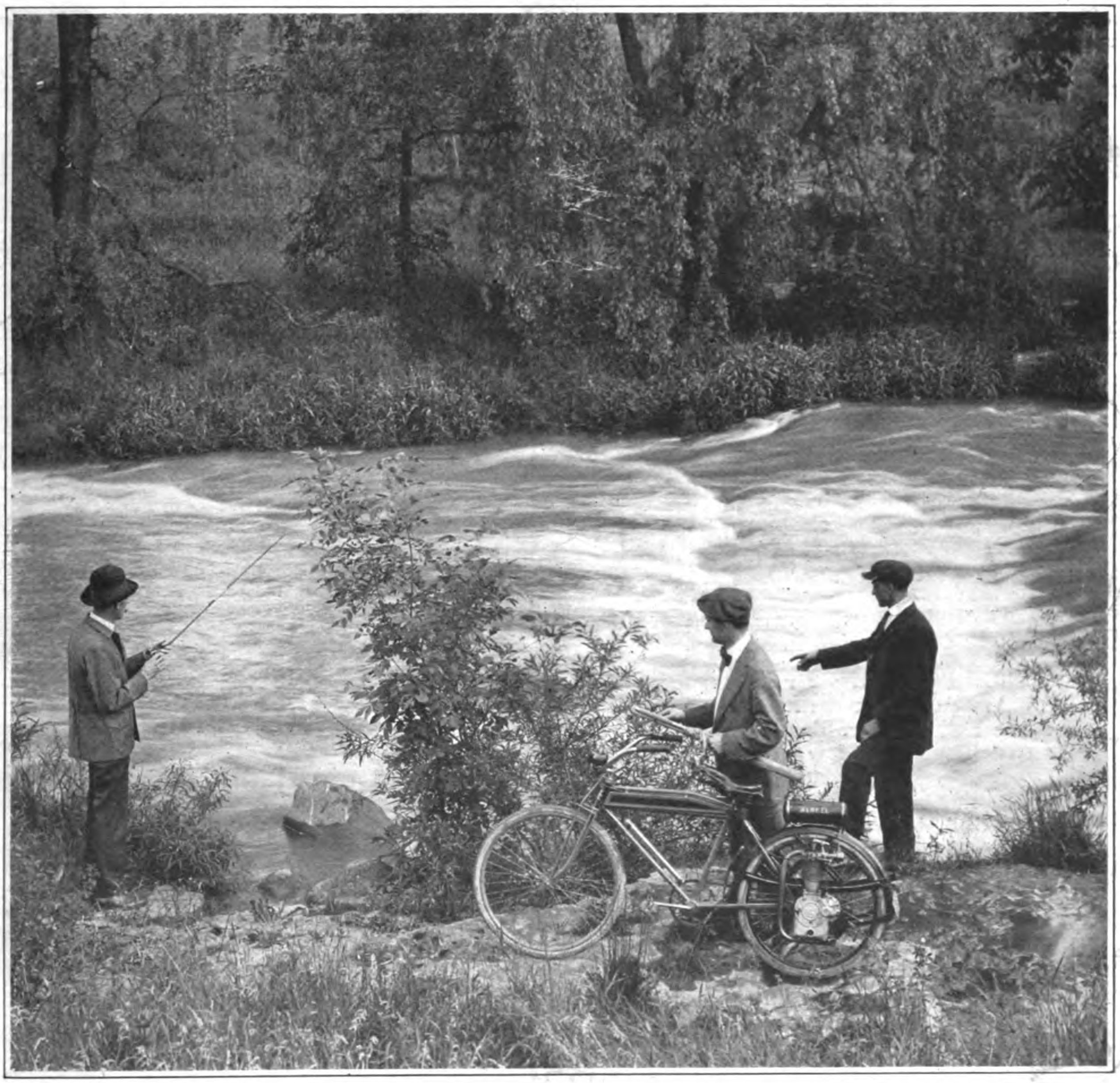
MOTORCYCLE AND BICYCLE ILLUSTRATED

TEN CENTS A COPY

JULY 12 1917

NEW YORK

A Combination to Enchant the Sportsman



Picturesque Surroundings, Finny Fighters Just Waiting for the Fly and a Merkel Motor Wheel With Which to Put the Keen Edge of Exhilaration on the Whole Outing—A Pleasant and Economical Solution of the Vacation Problem.

The A. B. C. Audit says: "Motorcycle and Bicycle Illustrated has the largest circulation in the cycle field."

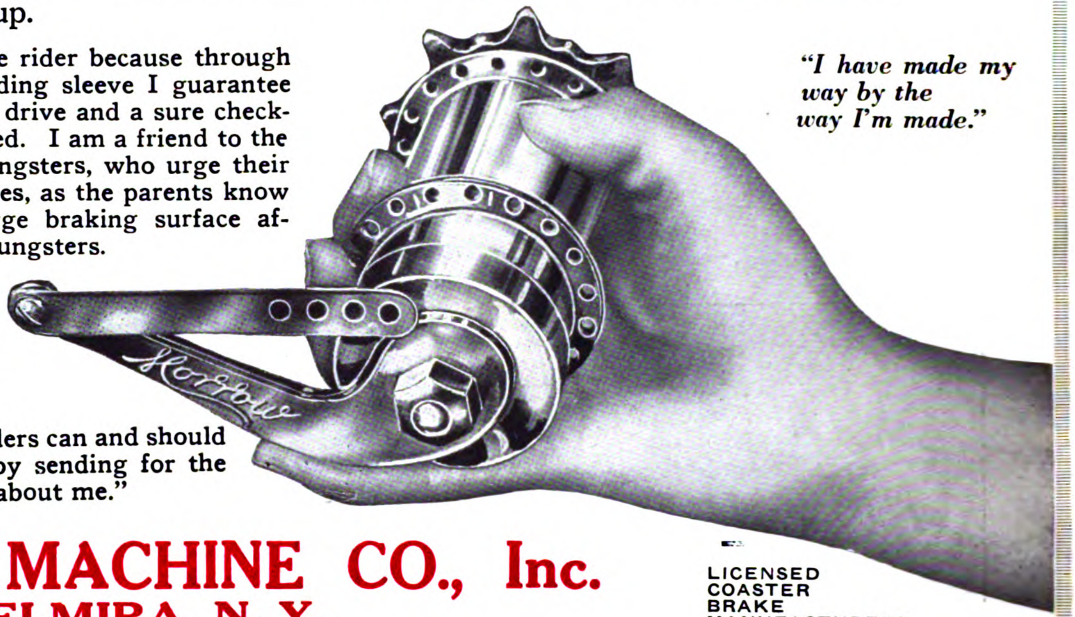
"HERE, LOOK ME OVER!"

"I am the Morrow Coaster Brake. Born over twenty years ago. I have been a friend to man from the day of my birth. To the Dealer in bicycles I am a friend as I help him sell many machines through the presence of my large hub shell and bronze outer lining, which are exclusive features of my makeup.

'I am a friend to the rider because through my spring steel expanding sleeve I guarantee him a positive forward drive and a sure checking device when required. I am a friend to the parents of healthy youngsters, who urge their 'Papas' to get them bikes, as the parents know that my unusually large braking surface affords safety for the youngsters.

"I am a friend to the traffic cop, as by making cycles easy to control I have eliminated most of his disputes.

"Both Dealer and Riders can and should learn more about me by sending for the literature that tells all about me."



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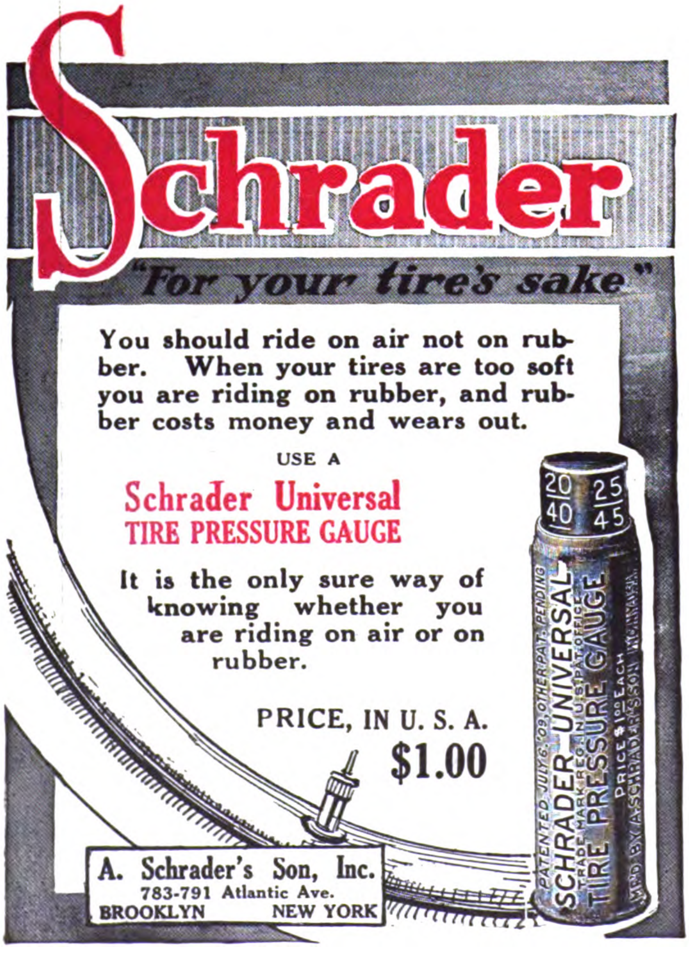

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OIL WEAR

How Often Do You Stop For Oil?

Do you watch to see whether your oil "wears" well or poorly?

You should.

You may be sure of this: An oil that "wears" poorly lubricates poorly.

For the next 500 miles note down the quantity of oil you use.

Then clean out your engine. For the following 500 miles use the grade of Gargoyle Mobiloils specified for your motorcycle in the Chart on this page. Again note the quantity consumed.

The result will demonstrate the superior "wear" of the correct grade of Gargoyle Mobiloils. To many motorcyclists the difference is astonishing.

What accounts for it?

It is due partly to the oil's *lubricating efficiency*—which remains unimpaired under the heat of service—and partly to the correctness of the oil's *body*, which assures an adequate supply to all working parts and a perfect seal between pistons and cylinder walls.

With a perfect piston seal, fuel gases cannot blow past the piston rings, destroying the oil film and wasting power; nor can undue quantities of oil work into the combustion chambers and form troublesome carbon deposits.

The "wear" of the grade of Gargoyle Mobiloils specified for your motorcycle will give you striking proof of its lubricating efficiency.

At the right we print in part our Chart of Motorcycle Recommendations. For a number of years, this Chart which represents our professional advice has been the motorcyclist's standard guide to scientifically-correct lubrication.

If your motorcycle does not appear in the partial Chart on this page, we will gladly mail you a complete Chart on request.

GARGOYLE

Mobiloils

A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If the dealer has not the grade specified for your motorcycle, he can easily secure it for you.

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Correct Motorcycle Lubrication

Explanation: The four grades of Gargoyle Mobiloils for engine lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

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This chart is compiled by the Vacuum Oil Co.'s Board of Engineers and represents our professional advice on Correct Motorcycle Lubrication.

MODEL OF	1917		1916		1915		1914		1913	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
A. M. C.			B	A	B	A	B	A	B	A
American							B	A	B	A
Amer. Peugeot (2 cyl.)							B	A	B	A
" " (4 cyl.)									A	Arc.
Arrow									B	A
Autoped	B	B	B	A						
Auto Tri									B	A
Bailey Flyer							B	A	B	A
Black Hawk									B	A
Century	B	B								
Cleveland	B	B	B	B						
Crawford							B	A		
Curtiss							B	A	B	A
Cyclemotor	B	B	B	B						
Cyclone					B	A				
Dayton	B	A	B	A	B	A	B	A	B	A
Dayton Motor Bicycle	A	A								
De Luxe (1 cyl.)									B	A
" " (2 cyl.)			B	A	B	A	B	A	A	Arc.
Eagle			B	A	B	A	B	A	B	A
Emblem (1 cyl.)			B	A	B	A			B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Excelsior	A	A	A	A	A	A	B	A	B	A
" (Lightweight)	B	B	B	B						
Feilbach									A	Arc.
Flanders					B	A	B	A	B	A
F. N.									A	Arc.
Geer									B	A
Greyhound									B	A
Harley-Davidson	B	A	B	A	A	Arc.	A	Arc.	A	Arc.
Henderson	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Indian (1 cyl.)			B	B	B	A	B	A	B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Iver Johnson	B	A	B	A	B	A	B	A	B	A
Jefferson							B	A	B	A
Limited							A	Arc.		
Majestic									B	A
Marvel									B	B
Maxim Tricar							B	A		
Merkel	B	A	B	A	B	A	B	A	B	A
Miami (Power Bicycle)	B	A	B	A						
Michaelson					B	A	B	A	B	A
Militaire			A	A						
Minneapolis									B	A
M. M.									B	A
Monarch					B	A	B	A	B	A
Motorette					E	E	E	E	E	E
New Era									B	A
N. S. U. (1 cyl.)									B	B
" " " (2 cyl.)									A	Arc.
Okay	B	B								
P. E. M.									B	A
Pierce (1 cyl.)							B	A	B	A
" (4 cyl.)							A	Arc.	A	Arc.
Pirate							B	A	B	B
Pope	B	A	B	A	B	A	B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance									B	A
Schickel	B	A	B	A	B	A	B	B	A	Arc.
Scout									B	B
Shaw			B	A	B	A	B	A	B	A
Smith (Motor Wheel)	A	A	A	A	A	A				
Theim							B	A	B	A
Thor (1 cyl.)	B	A	B	A	B	A	B	A	B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Tiger Autobike			B	B						
Wagner			B	A	B	A	B	A	B	A
Yale (1 cyl.)					B	A	B	A	B	B
" (2 cyl.)					B	A	B	A	B	A

The A. B. C. Audit says: "Motorcycle and Bicycle Illustrated has the largest circulation in the cycle field."

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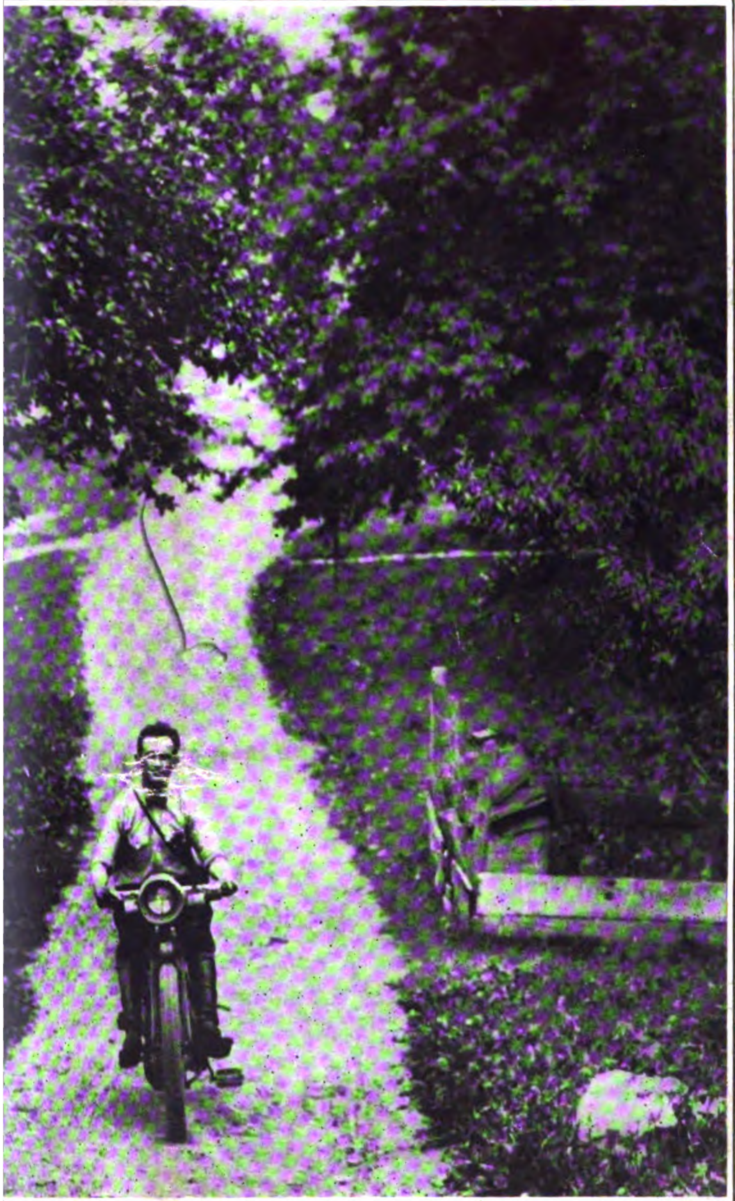

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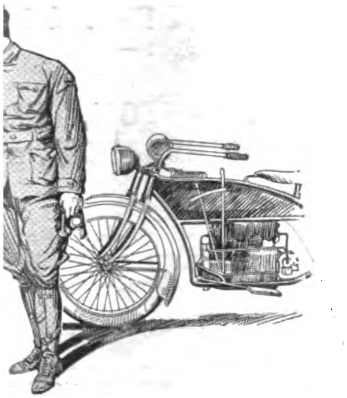

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Autoped	B	B	B	A						
Auto Tri									B	A
Bailey Flyer							B	A	B	A
Black Hawk									B	A
Century	B	B								
Cleveland	B	B	B	B						
Crawford							B	A		
Curtiss							B	A	B	A
Cyclemotor	B	B	B	B						
Cyclone					B	A				
Dayton	B	A	B	A	B	A	B	A	B	A
Dayton Motor Bicycle	A	A								
De Luxe (1 cyl.)									B	A
" " (2 cyl.)			B	A	B	A	B	A	A	Arc.
Eagle			B	A	B	A	B	A	B	A
Emblem (1 cyl.)			B	A	B	A			B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Excelsior	A	A	A	A	A	A	B	A	B	A
" (Lightweight)	B	B	B	B						
Feilbach									A	Arc.
Flanders					B	A	B	A	B	A
F. N.									A	Arc.
Geer									B	A
Greyhound									B	A
Harley-Davidson	B	A	B	A	A	Arc.	A	Arc.	A	Arc.
Henderson	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Indian (1 cyl.)			B	B	B	A	B	A	B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Iver Johnson	B	A	B	A	B	A	B	A	B	A
Jefferson							B	A	B	A
Limited							A	Arc.		
Majestic									B	A
Marvel									B	B
Maxim Tricar							B	A		
Merkel	B	A	B	A	B	A	B	A	B	A
Miami (Power Bicycle)	B	A	B	A						
Michaelson					B	A	B	A	B	A
Militaire			A	A						
Minneapolis									B	A
M. M.									B	A
Monarch					B	A	B	A	B	A
Motorette					E	E	E	E	E	E
New Era									B	A
N. S. U. (1 cyl.)									B	B
" " " (2 cyl.)									A	Arc.
Okay	B	B								
P. E. M.									B	A
Pierce (1 cyl.)							B	A	B	A
" (4 cyl.)							A	Arc.	A	Arc.
Pirate							B	A	B	B
Pope	B	A	B	A	B	A	B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance									B	A
Schickel	B	A	B	A	B	A	B	B	A	Arc.
Scout									B	B
Shaw			B	A	B	A	B	A	B	A
Smith (Motor Wheel)	A	A	A	A	A	A				
Theim							B	A	B	A
Thor (1 cyl.)	B	A	B	A	B	A	B	A	B	B
" (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Tiger Autobike			B	B						
Wagner			B	A	B	A	B	A	B	A
Yale (1 cyl.)					B	A	B	A	B	B
" (2 cyl.)					B	A	B	A	B	A

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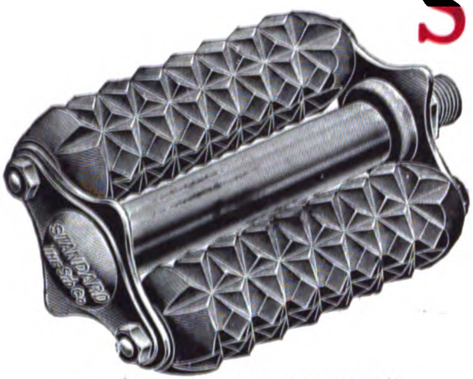

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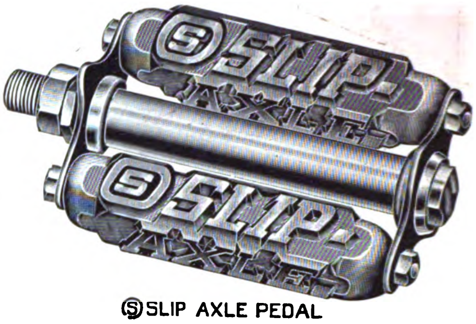

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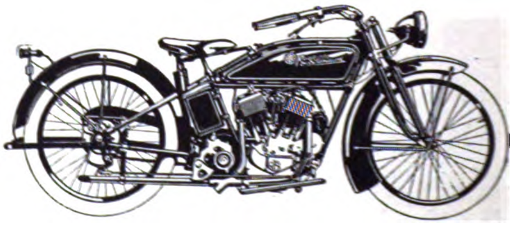

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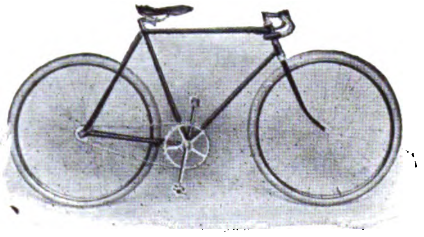

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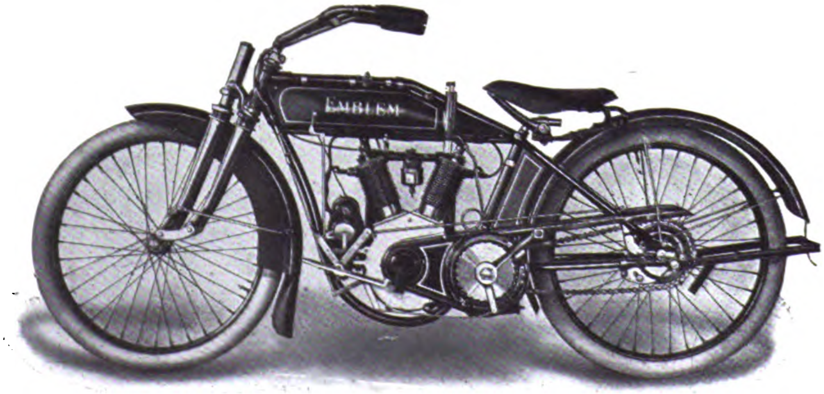

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After a Tiresome Trip by Train the Fair Passenger Was Relieved at the Prospect of a Breezy and Comfortable Jaunt Homeward With the Harley-Davidson Sidecar Combination

SOLAR LAMPS

The choice of Manufacturers who Demand the Best. They are Standard Equipment on

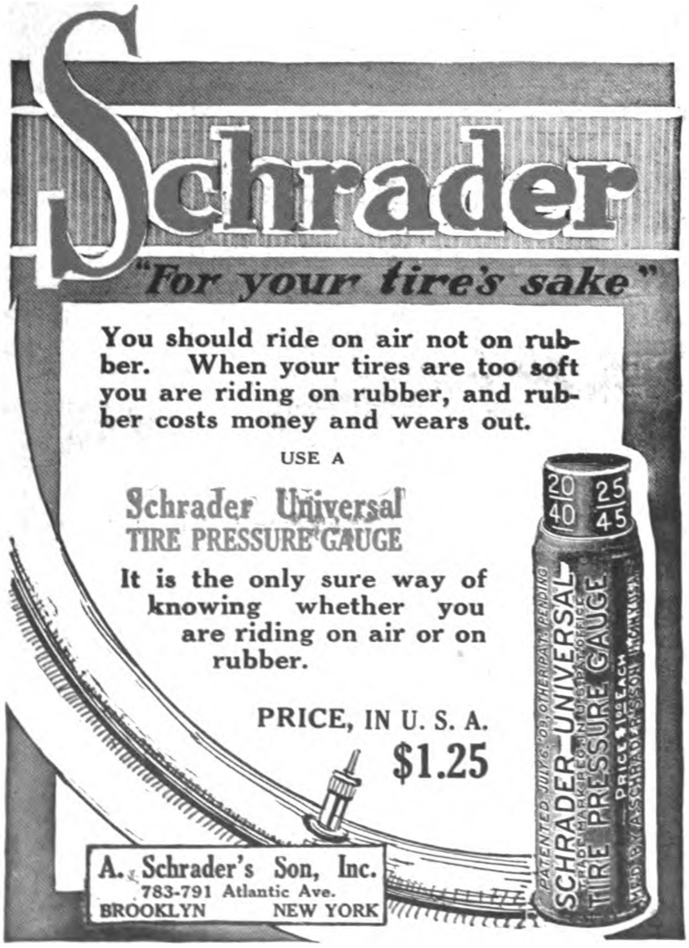
Harley-Davidson
Indian
Henderson
Excelsior
Motorcycles

Electric and Acetylene Gas

The Famous Model "S" Bicycle Lamp is in use on more Bicycles than any other make.

C. M. HALL LAMP CO.

Kenosha *MAKERS* **Wisconsin**



Schrader

"For your tire's sake"

You should ride on air not on rubber. When your tires are too soft you are riding on rubber, and rubber costs money and wears out.

USE A

Schrader Universal
TIRE PRESSURE GAUGE

It is the only sure way of knowing whether you are riding on air or on rubber.

PRICE, IN U. S. A.
$1.25

A. Schrader's Son, Inc.
783-791 Atlantic Ave.
BROOKLYN NEW YORK

Diamond Chains

FOR

Motorcycles

Diamond No. 149 is an unexcelled motorcycle chain for every motorcycle service.

Every part is accurate, the wearing parts are heat treated by the same scientific process as those of our heavy truck chains, the rollers DO NOT BREAK.

Put DIAMOND to the test on your machine.

You'll be a DIAMOND booster ever after.

Diamond Chain & Mfg. Company
Indianapolis, Indiana

MOTORCYCLE AND BICYCLE ILLUSTRATED

NEW YORK

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September 13,
1917

Back to the
Simple Life
Via
the Bicycle Route

Motorcycle News Section Begins on Page 19
The Bicycle—41-50

STANWELD FRAME PARTS

are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed.

STANWELD COLD DRAWN SEAMLESS STEEL TUBING

is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety.

Stanweld Rims, Tubular Parts and Mudguards

have no equal. You get them when you buy a

HARLEY-DAVIDSON, INDIAN, DAYTON, FLYING MERKEL, READING-STANDARD, POPE, EMBLEM, HENDERSON, or EXCELSIOR MOTORCYCLE

We are prepared to render every assistance to prospective builders of bicycles or motorcycles.

THE STANDARD WELDING COMPANY

"World's Largest Producers of Bent-Tube Parts"

Main Office and Factory - - - - - - - - - - - - - - - - CLEVELAND

Branch Offices in New York Chicago Indianapolis Detroit

Are Your Tires Properly Fed?

Unless you keep your tires fed up with air to the pressure recommended by your tire maker you cannot expect to get out of them all the mileage that they have to give.

TWITCHELL AIR GAUGE

will tell you when it is feeding time for your tires.

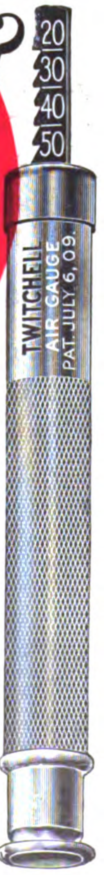
It is "tire insurance for $1.25."

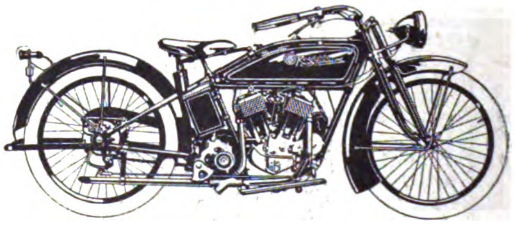
At Your dealer, or

THE
TWITCHELL
GAUGE CO.

TWITCHELL
Air
Gauge

1213
MICH. AVE
CHICAGO, ILL.





The Reading Standard Motorcycle

You can, with perfect safety, place your confidence in the name "Reading Standard" when it is a matter of judging Motorcycle value. We have spent twenty years building up a reputation for the Reading Standard and now we are certain it will survive any test it is put to, *even though the same test would shatter the claims of any other motorcycle made.*

READING STANDARD

is Built and Tested in the Mountains

Dealers who have the agency for the Reading Standard are making unusual profits this season.

Dealers who are not handling the Reading Standard should write us at once for our proposition.

Reading Standard Company

501 WATER ST. READING, PA.

MOTORCYCLE AND BICYCLE ILLUSTRATED

NEW YORK

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1917

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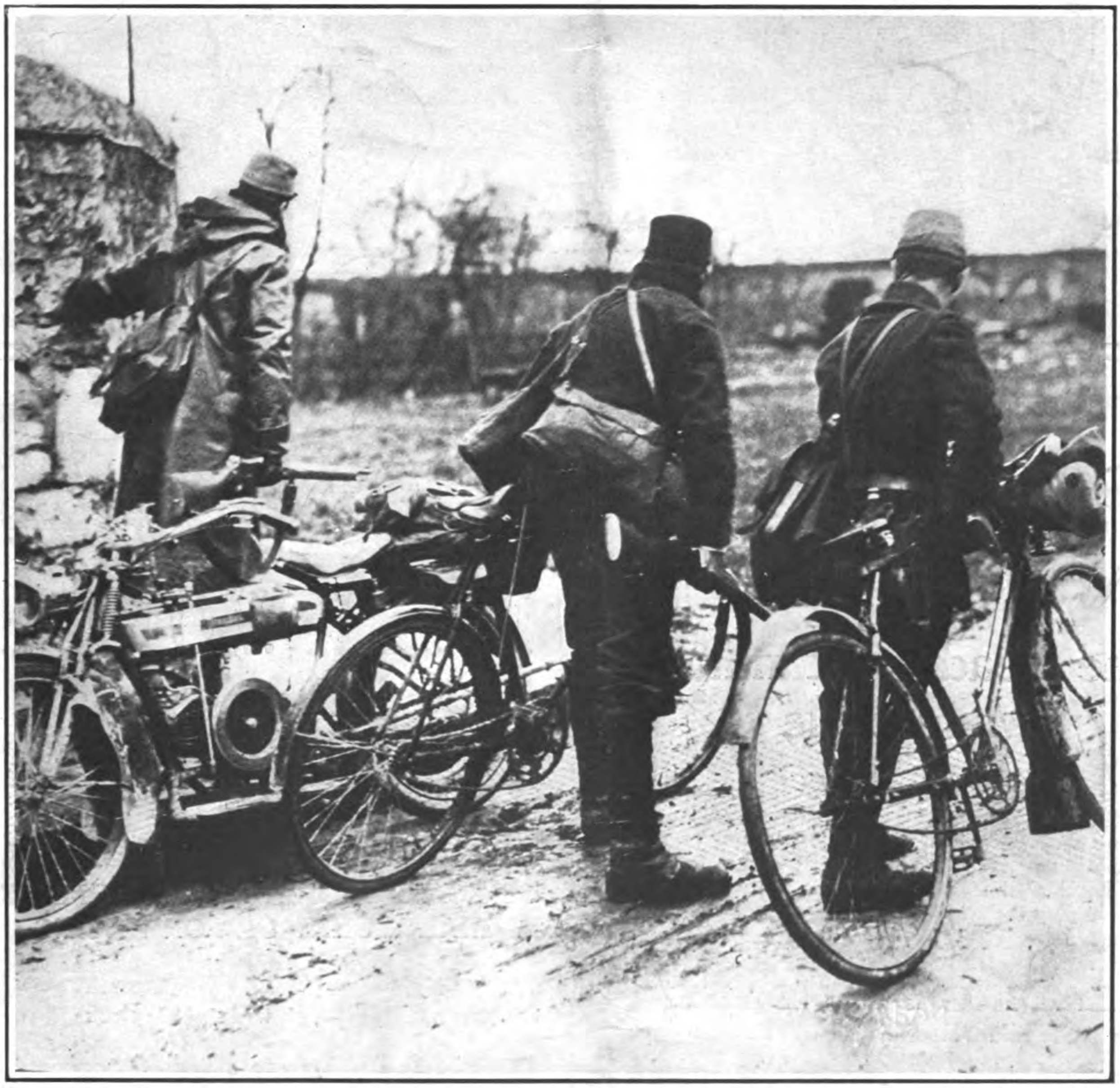
French Army Cyclists Reconnoitering



This Picture Gives Striking Proof of the Big Part That is Being Played by Motorcycles and Bicycles in the World War; The Riders Are at an Outpost in Northern France Engaged in the Hazardous Work of Scouting; Note Their Heavy Packs

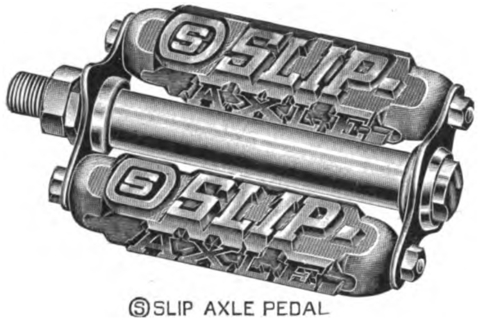
Motorcycle News Section Begins on Page 19
The Bicycle—29-39

STANDARD PEDALS

AND DIAMOND E

SPOKES **NIPPLES**

HAVE BEEN THE SELECTION OF DISCERNING CYCLE RIDERS EVER SINCE THEIR INTRODUCTION. DEALERS HAVE FOUND IN THEM SUBSTANTIAL ASSISTANCE, AS CYCLES EQUIPPED WITH THEM SELL BETTER THAN THOSE WITHOUT.



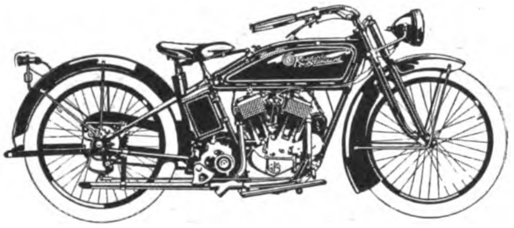
Ⓢ SLIP AXLE PEDAL

Dealers: Write for literature and learn of the alluring proposition we have to offer you.

THE TORRINGTON CO.
STANDARD PLANT
TORRINGTON, CONN.

STANDARD Mfg. Co.

STANDARD No. 3 MOTOR CYCLE PEDAL



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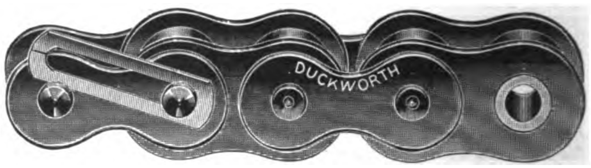

DUCKWORTH

HEAVY SPECIAL

MOTORCYCLE CHAIN

This is a splendid chain for

SIDECAR TOURING, FOR COMMERCIAL WORKS OR FOR RACING

No. 75—¼" wide, ⅝" pitch
No. 175—⅜" wide, ⅝" pitch

Duckworth Chains are standard equipment on Harley-Davidson Motorcycles for 1918

Duckworth Chain & Mfg. Co.
SPRINGFIELD, MASS.

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Here's a Formula for Health and Happiness

Nature Holds Out a Thousand Charms for the City Dweller Who Can Visit the Open Places, and in the Accompanying Photo O. W. Adams, of the Cyclemotor Corp., Shows How a Cyclemotor-Equipped Bicycle Can Be Made to Solve the Problem

Motorcycle News Section Begins on Page 17
The Bicycle—Pages 45 to 54

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HARLEY-DAVIDSON, INDIAN, DAYTON, FLYING MERKEL, READING-STANDARD, POPE, EMBLEM, HENDERSON, or EXCELSIOR MOTORCYCLE

WE ARE PREPARED TO RENDER EVERY ASSISTANCE TO PROSPECTIVE BUILDERS OF BICYCLES OR MOTORCYCLES.

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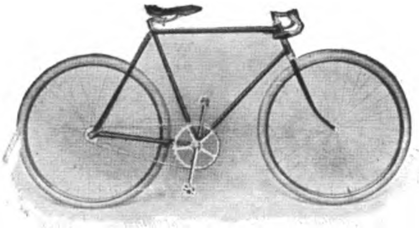
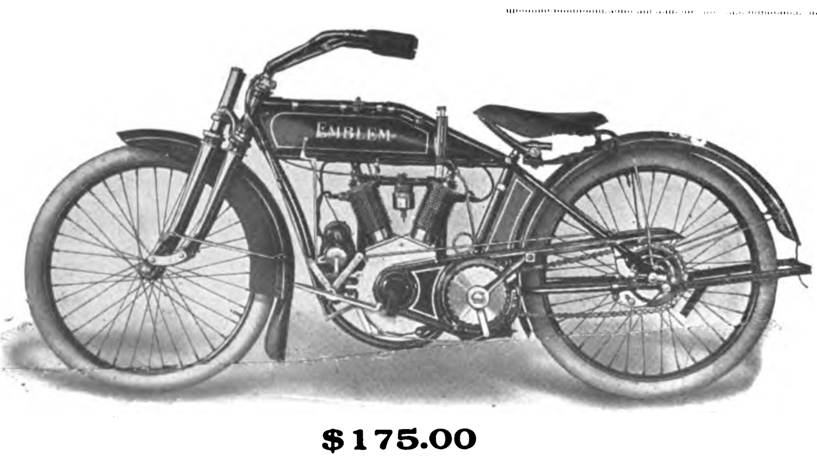


EMBLEM BICYCLES

ARE BUILT FOR LONG SATISFACTORY SERVICE

The progressive dealer who secures the agency for the Emblem line of Bicycles is on the road to business independence.

The Emblem Bicycles possess the racy lines and the variety of styles and finishes that attract prospects and quickly closes the sale. They hold more mileage records than any other bicycles made in America. Dealers write for further information.



$175.00

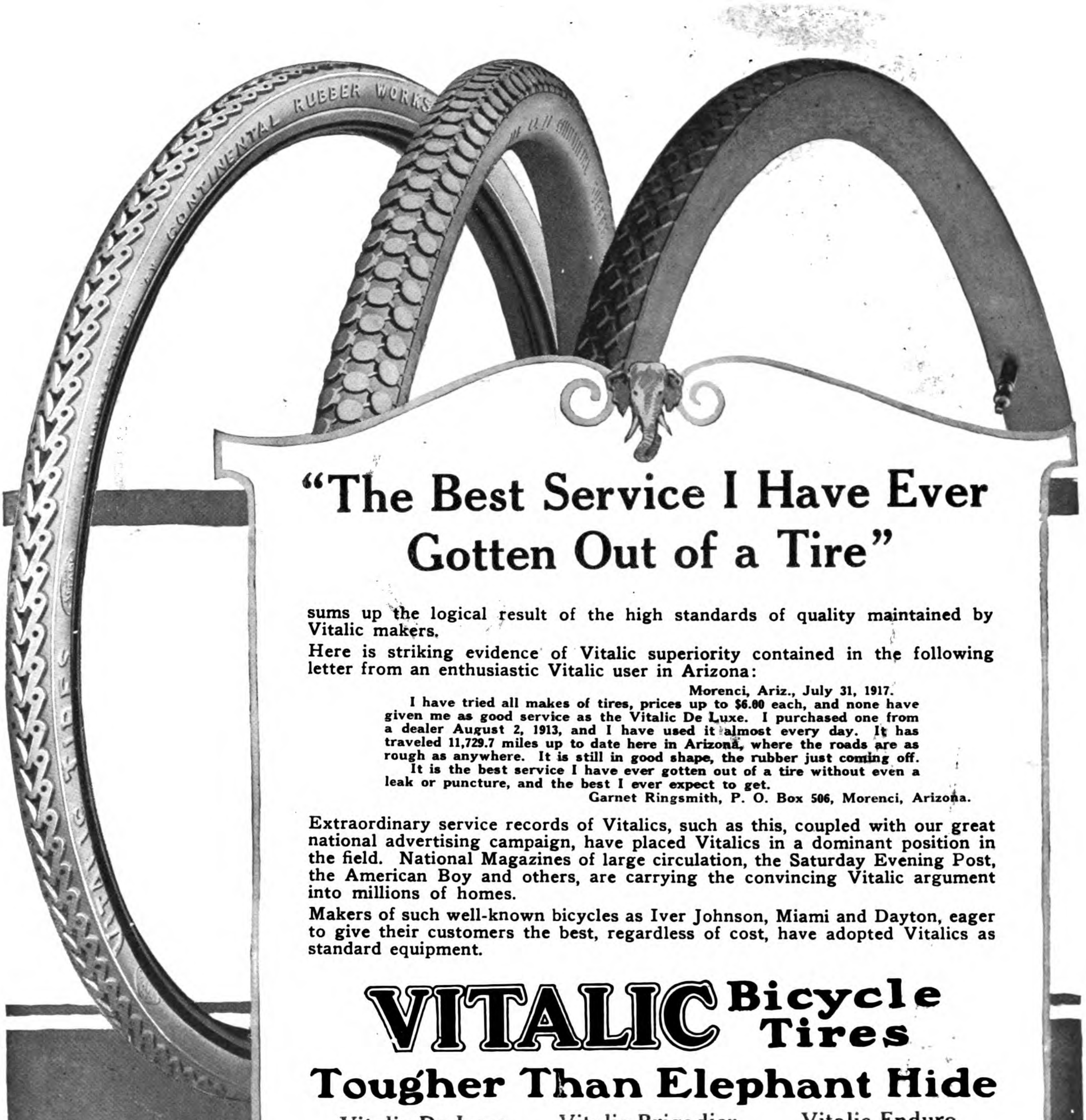
The LITTLE GIANT

TWIN EMBLEM MOTORCYCLE

is the most remarkable machine in the world for the money. It weighs but 200 pounds, yet is as strong and will do as much as any machine weighing 300 pounds. It will make 45 to 50 miles per hour and is the ideal machine for touring.

Send today for our handsome catalogue of Motorcycles and Bicycles and if your dealer cannot give you all the information you desire write us direct for literature.

The Emblem Mfg. Company
Angola, N. Y.



"The Best Service I Have Ever Gotten Out of a Tire"

sums up the logical result of the high standards of quality maintained by Vitalic makers.

Here is striking evidence of Vitalic superiority contained in the following letter from an enthusiastic Vitalic user in Arizona:

> Morenci, Ariz., July 31, 1917.
>
> I have tried all makes of tires, prices up to $6.00 each, and none have given me as good service as the Vitalic De Luxe. I purchased one from a dealer August 2, 1913, and I have used it almost every day. It has traveled 11,729.7 miles up to date here in Arizona, where the roads are as rough as anywhere. It is still in good shape, the rubber just coming off.
>
> It is the best service I have ever gotten out of a tire without even a leak or puncture, and the best I ever expect to get.
>
> Garnet Ringsmith, P. O. Box 506, Morenci, Arizona.

Extraordinary service records of Vitalics, such as this, coupled with our great national advertising campaign, have placed Vitalics in a dominant position in the field. National Magazines of large circulation, the Saturday Evening Post, the American Boy and others, are carrying the convincing Vitalic argument into millions of homes.

Makers of such well-known bicycles as Iver Johnson, Miami and Dayton, eager to give their customers the best, regardless of cost, have adopted Vitalics as standard equipment.

VITALIC Bicycle Tires

Tougher Than Elephant Hide

Vitalic De Luxe

Made of the choice of the world's best rubber throughout its extra thick tube and tread. Its two ply motorcycle tire fabric is built of strongest cotton thread triply twisted V-shaped suction, non-skid tread. All white. Retail price — $4.50 each.

Vitalic Brigadier

A rugged enduring performer. Tough, 4-ply Egyptian fabric. A great favorite with riders who demand long service at a moderate price. Black, heavy studded tread. Extra-heavy inner tube. White side walls. Retail price—$3.50 each.

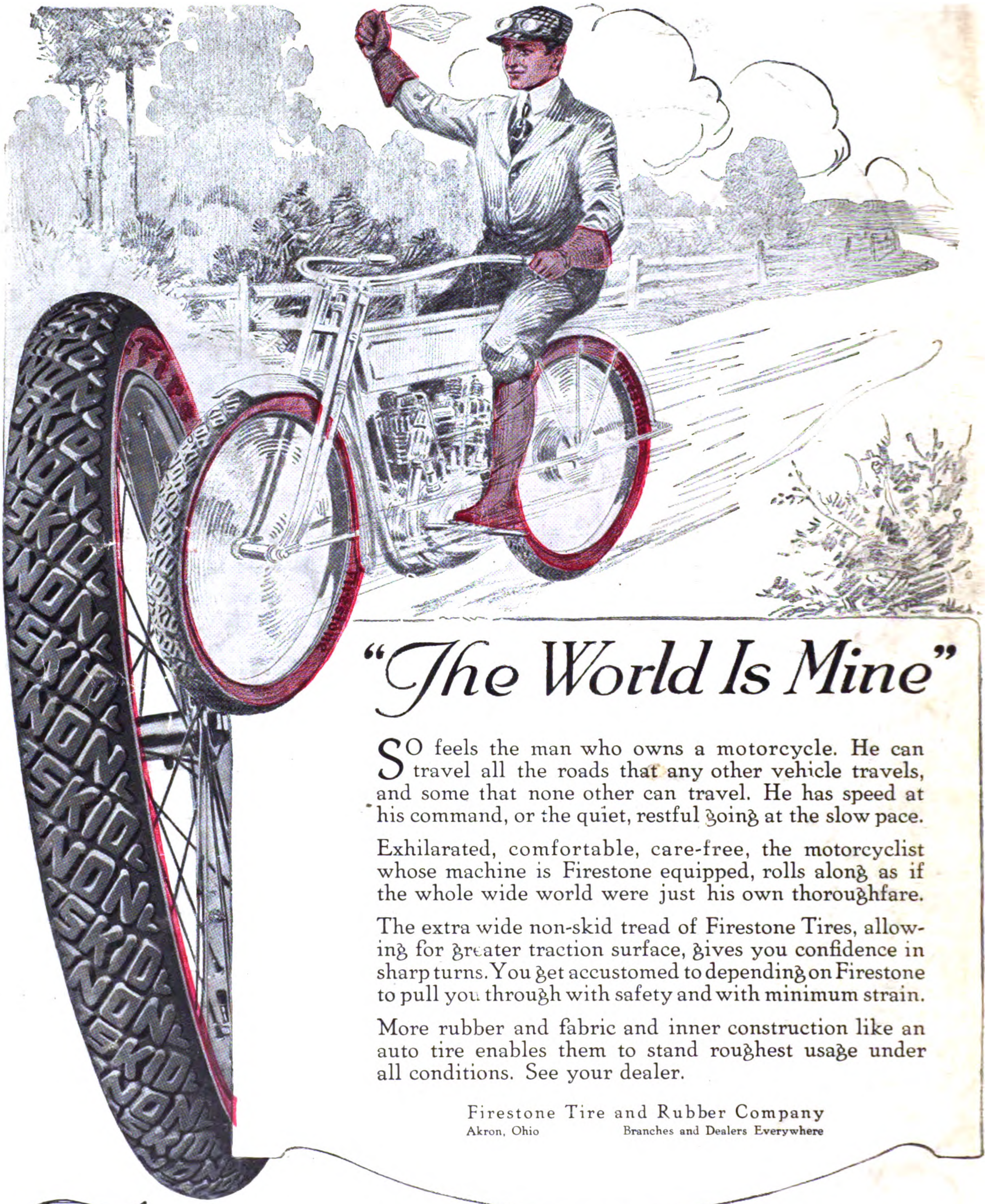
Vitalic Enduro

Egyptian fabric, 2-ply, very high grade inner tube and friction. Carefully selected rubber throughout. White side walls and black block tread. Built for real service. Retail price—$2.50 each.

Our advertising co-operation and our line of dealer helps make the Vitalic proposition an attractive one for our dealers.

Write today for our window hangers and selling helps, and get your share of the profits out of this nation-wide demand for VITALICS.

Continental Rubber Works
Liberty Street, Erie, Pennsylvania



"The World Is Mine"

SO feels the man who owns a motorcycle. He can travel all the roads that any other vehicle travels, and some that none other can travel. He has speed at his command, or the quiet, restful going at the slow pace.

Exhilarated, comfortable, care-free, the motorcyclist whose machine is Firestone equipped, rolls along as if the whole wide world were just his own thoroughfare.

The extra wide non-skid tread of Firestone Tires, allowing for greater traction surface, gives you confidence in sharp turns. You get accustomed to depending on Firestone to pull you through with safety and with minimum strain.

More rubber and fabric and inner construction like an auto tire enables them to stand roughest usage under all conditions. See your dealer.

Firestone Tire and Rubber Company
Akron, Ohio Branches and Dealers Everywhere

Firestone MOTORCYCLE TIRES

add to shelf list

Material
Vellum
Lib. Buckram ⑯
½ T. Mor.
½ Pigskin
Imp. Mor. Clo.

Color
Black
Dark Blue
Light Blue
Dark Brown
Light Brown
Dark Green
Light Green
Olive
Maroon
Red

Pattern
[✓ As before]

Motorcycle Illustrated

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